

MARICOPA COUNTY

DEPARTMENT OF TRANSPORTATION

ACCOMPLISHMENTS AND FIVE-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEAR 2004-2008



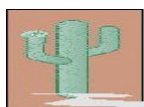
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• FOREWORD

Thank you for your interest in this County Transportation Improvement Program (TIP). The projects listed here represent the highest priority of capital investments we can make over the next five years.

The long-term goal of our TIP is to continue to build a sustainable transportation network that keeps pace with growth in the region and supports the quality of life and economic vitality of the community. In the coming year the County Board of Supervisors will play a notably influential role in developing a new Long Range Regional Transportation Plan. That Plan will be the basis for extending the half-cent sales tax which voters first approved in 1985 to help build the regional freeway system. What our long-range transportation future will look like, how it will be operated, and who will be held accountable for its accomplishments is very important to us.

We have been very successful in implementing our TIP and now is a good time to be putting projects out to bid. As stewards of the Highway Users Revenue Fund one of MCDOT's short-term objectives is to optimize its investments. MCDOT has taken advantage of partnerships with the cities and towns in the county to share the costs for the majority of the capital projects listed in the TIP. Last year some of our projects came in 30% below the engineer's estimate. Contractors need the work and their bids reflect a very competitive pricing environment. This means a better value for the taxpayer's dollar.

Your Maricopa County Department of Transportation, by virtue of the recommendations from its Transportation Advisory Board and decisions by the Board of Supervisors, continues to earn credibility by providing the right Transportation system, at the right time, and right cost for the people of Maricopa County.

Thomas R. Buick

Thomas R Buick, P.E
Transportation Director and County Engineer



For more information about the TIP, visit our website at <http://www.mcdot.maricopa.gov> or send inquiries to Christopher Plumb, Programming Manager at:

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• INTRODUCTION

The Maricopa County Department of Transportation (MCDOT) annually addresses the transportation needs of the County by adopting an ongoing five-year Transportation Improvement Program (TIP) for fiscal years 2004 through 2008. This program is an integral part of planning, development and decision making within the MCDOT. The TIP implements the recommendations of the County's Comprehensive Plan, Transportation System Plan, small area plans, corridor studies, candidate assessment reports, and transportation management systems. These plans and studies recommend projects based on objective analytical data that support the growing transportation needs of the community

The type of projects recommended include:

- Designs and studies.
- Transportation improvements to roadways and bridges.
- Acquisition of right-of-way.
- Dust mitigation projects.
- Development of Intelligent Transportation Systems (ITS).
- Implementing numerous multimodal studies, including MCDOT's Bicycle Plan.

TIP project selection, prioritization, approval, and implementation are based on MCDOT's commitment to providing a quality transportation system for all County residents. Through various internal strategies and driven by community input, the TIP process occurs each year. A multidivisional MCDOT review group generates preliminary rankings for all county projects. The highest rated and most beneficial projects are subsequently recommended to the Transportation Advisory Board (TAB) for consideration and public review. Following public review, TAB makes its recommendation to the Board of Supervisors for final action. Approval by the Board of Supervisors ensures a project's inclusion into the County budget and the TIP.

All MCDOT TIP projects are driven by three guiding components: The Transportation System Plan (TSP), the Comprehensive Plan, and the Strategic Plan. The TSP is the implementation component for the transportation element of the Maricopa County Comprehensive Plan. It designates a strategic direction and sets forth a vision for planning and construction of the transportation facilities within the County through 2020.

The Maricopa County Comprehensive Plan, "Eye To The Future", emphasizes public involvement including comments, ideas and directions. It addresses the long and short-term transportation issues in relation to our growing community. The plan is multi-modal and encompasses highways, streets, transit, bicycle, and pedestrian services and facilities. It serves as a standard for accomplishing the County's goals, objectives, and policies.

The Strategic and Operational Plan integrates planning, budgeting, and performance measurements. It focuses on the alignment of people, resources, and systems within MCDOT. It provides MCDOT with the right information to make good decisions. It also aligns every MCDOT employee to organizational



success and it provides the information needed to tell customers what they are getting for their investment (taxes).

Why is the TIP important? It answers the fundamental questions:

Is it the right road?
Is it the right time?
Is it at the right cost?

Addressing these questions ensures that MCDOT maximizes the taxpayer's dollars by providing the most needed and cost effective projects for safe, efficient travel throughout Maricopa County, now and into the future.



*MCDOT strives to maintain the beauty and quality of our County roads ,
while providing the safest Transportation System for our citizens.*



MCDOT Mission, Vision, and Strategic Plan



In 2003 MCDOT continues to use its countywide strategic and operational planning process referred to as Managing for Results (MFR). MFR established a foundation on which the County built a highly integrated management system focused on results. This strategic Plan continues to focus on the near future, typically a two to five year horizon, and directly links system and performance with the Department's budget.

MCDOT Mission:

Provide a quality transportation system to the travelers in Maricopa County so they can experience a safe, efficient, and cost effective journey.

MCDOT Vision:

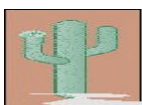
Set a standard of excellence regionally enabling us to consistently deliver on our commitment to provide the right transportation system for Maricopa County at the right time and the right cost.

MCDOT Values:

Respect our customers and MCDOT employees by demonstrating credibility, integrity, and innovation.

MCDOT Strategic Plan

- By 2003, MCDOT will align strategies and structures towards the development of a regional transportation district that will be responsible and accountable for the development and operation of a regional transportation system, which is integrated with land use and the environment.
- By 2005, MCDOT will reduce the accident rate on county-maintained roadways by 5%, reduce travel delays by 5% and improve operational effectiveness through the application of appropriate traffic management solutions, which include regional coordination, and the deployment of Intelligent Transportation Systems (ITS) technologies.
- MCDOT will increase positive community perception and awareness of services and opportunities for public participation in decision-making processes to achieve a 2% increase in customer satisfaction and institutional recognition each year for the next five years as measured by Customer Satisfaction and targeted project stakeholders surveys.
- MCDOT will reduce the FY 2001 documented backlog of transportation projects by 10% every year for the next five years through innovative operational and financial strategies.



- By 2003, MCDOT will attract and retain qualified, diverse and adequately compensated employees by ensuring the overall Employee Satisfaction Survey Score is above 5.5.

As we progress forward we now face new challenges. Maricopa County has grown by almost a million people since 1990 with no noticeable slowdown. The volume of travel on our roadways is also steadily increasing. These dynamic forces make it imperative but very difficult for our transportation systems to keep pace with the demand. However, with the support from the County Board of Supervisors, the Transportation Advisory Board and the citizens of Maricopa County, MCDOT will continue to support and maintain the transportation needs of its residents

The current TIP Book is a snapshot into our probable transportation future. It explains what we've accomplished in the last year and outlines what we plan to do in the next five years. Priorities will undoubtedly change but our vision will remain the same, our commitment to a safer, more efficient transportation system.



MCDOT staff works closely to ensure that our mission, visions, and goals are being met.



Board of Supervisors

The Maricopa County Board of Supervisors is composed of elected officials, one from each of the five county districts. The Board makes the final decision regarding projects to be included in the TIP. In addition to considering the recommendations of the Transportation Advisory Board, the Supervisors also consider citizen and municipal input during its deliberations. While the TIP is a five-year program process, it is important to realize BOS approval only commits funding for one fiscal year at a time.



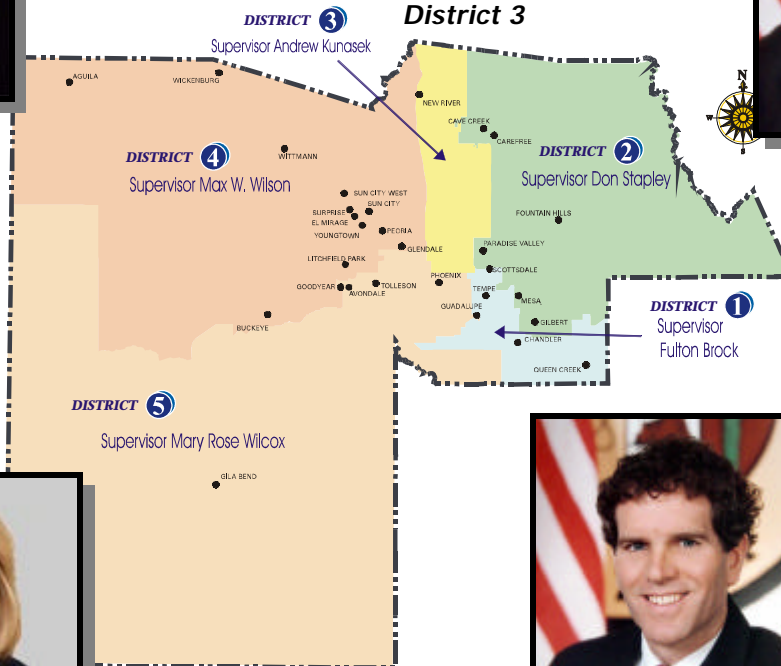
Max W. Wilson
District 4



Andrew Kunasek
District 3



Don Stapley
District 2



Mary Rose Wilcox
District 5



Fulton Brock
District 1



Transportation Advisory Board

The Transportation Advisory Board is comprised of County citizens from each of the County's five districts who are appointed by the Maricopa County Board of Supervisors. TAB members bring the constituent voice to transportation decisions. One of TAB's primary goals is to assist in developing and maintaining public understanding and support of MCDOT programs through active communication.

To guide the TAB, the following objectives are pursued as a part of its mission statement:

- Comprehensive transportation planning which enhances the quality of life for Maricopa County citizens.
- Continued safety and maintenance of the Maricopa County Transportation System.
- Implementation of the BOS transportation goals.
- Excellence in regional planning and promotion of cooperative efforts to resolve rural and urban issues.



Joseph E. La Rue
Chairman—District 4



Frank N. Peake Jr.
Vice Chairman- District 1



Harold Woods
District 3



Marie Lopez-Rogers
District 5



Alan Turley
District 2



The BOS created the TAB to review and provide advice regarding transportation issues facing this rapidly growing county. TAB reviews planning issues, transportation studies, construction schedules and maintenance issues. However, the majority of TAB's effort is concentrated on TIP projects. TAB works extensively during the year reviewing and updating TIP policies to ensure that the TIP process remains effective.

TAB reviews MCDOT staff's recommendations for TIP projects and considers the following:

- Is the project cost-effective?
- How does it compare with the recommendations in the TSP?
- What is the project's score compared to other projects?
- Will other jurisdictions or agencies be involved as partners in the process and to what extent?
- In what ways does it meet legislative mandates for clean air and a healthy environment?

Review by the TAB balances the program and ensures an objective and comprehensive review of all TIP projects. This includes consideration of how the projects may interrelate and how they may relate to the TIP's of other agencies.

TAB's focus is toward enhancing TIP expenditures by leveraging other funding sources such as partnerships and grants. The TAB works to establish solid community relationships where collaborative efforts like corridor preservation begin. The relationships result in the savings associated with a shared community vision.

The TAB's greatest partnership is with the public. The TAB relies heavily on the community to express its transportation needs through participation in various studies, public events, and correspondence with staff.

To receive TAB agendas or request general TAB information, contact:

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• 2003 ACCOMPLISHMENTS

Maricopa County Regional Trail System Plan

In February 2000, the Maricopa County Board of Supervisors formed the Maricopa County Trail Commission and unveiled their plans to develop a trail system connecting the County's regional parks. MCDOT became the lead agency when a project team was formed with staff from the Maricopa County departments of Transportation, Parks and Recreation, Planning and Development, and Flood Control District. Figure 1 shows the system.

This team completed Phase One of the plan, which identifies corridors connecting White Tank Regional Park, Lake Pleasant Regional Park, Spur Cross Ranch Conservation Area, and Cave Creek Recreation Area. In September of 2002, the BOS adopted Phase One and authorized funding for the additional staff needed to proceed with completion of the plan.

Planning for Phase Two began in November 2002 upon the hiring of two Trail Planners and a Regional Trail Director. Phase Two which identifies corridors connecting Spur Cross Ranch Conservation Area, Cave Creek Recreation Area, McDowell Mountain Regional Park, Utery Mountain Recreation Area, and San Tan Mountain Regional Park will be complete by June 2003.

Phase Three, connecting San Tan Mountain Regional Park, Estrella Mountain Regional Park, Buckeye Hills Park and White Tank Regional Park will complete a giant loop around the urbanized area of Maricopa County. Phase Three is scheduled to be complete by June 2004. Work is already underway to purchase land, begin design, and start construction on components of the system. Figure 1 shows the Trail System Plan map with the County Regional Parks in green.

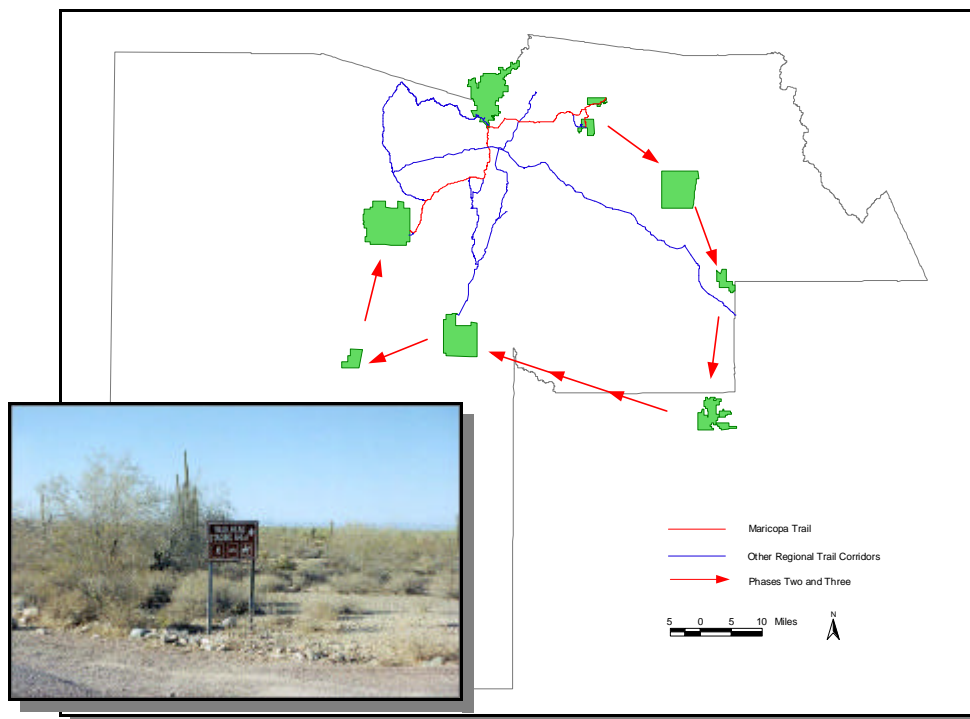


Figure 1. Maricopa County Regional Trail System Plan



PM-10 Dust Mitigation Program

The MCDOT PM-10 paving project is in its third year and has paved over 40 miles of roads and reduced over 1,000 tons of particulates out of our air. This multi-year project is in accordance with EPA requirements and part of a larger countywide plan to reduce air pollution. Our goal is to pave over 60 miles of dirt roads by the end of 2004.

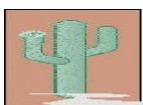
MCDOT maintains nearly 650 miles of unpaved roads throughout the valley. With the population increasing in our outlying/rural areas, dust suppression has become a major concern as these roads are significantly contributing to the airborne pollution in our dry desert community. MCDOT is committed to you, the citizens, and pledges to continue this aggressive program to reduce our airborne pollution and increase our air quality.



*Since 2001,
MCDOT has
paved over
40 miles of
dirt roads.*



90th Street before and after our PM10 Dust Abatement Program paving.



E-Government Initiatives

E-government is the employment of web-based technologies to improve services and communication between government and citizens. The Department of Transportation (MCDOT) is at the forefront of this e-government transformation. For some time, information technology has played an important role in the services we provide to citizens.

The MCDOT website (<http://www.mcdot.maricopa.gov>) is already home to more than 50 web based services and applications. Citizens can apply online for Maricopa County's Adopt-A-Highway program, initiate permit requests, and get GDACS and Survey information. We also have a new service available where consultants/contractors interested in doing business with MCDOT can apply online for inclusion in the Article 5 Register. MCDOT's PM-10 dirt road paving plan is a frequently visited service of our website. A Development Schedule, List of Roads Currently Scheduled for Paving, and answers to Frequently Asked Questions can be found on at <http://www.mcdot.maricopa.gov/pm10/>

Our website is one of the most frequently visited government sites in Arizona, averaging more than 20,000 hits a month. Accompanying the visits, the site has enabled us to serve citizens electronically with more than 800 email inquiries since its development in 2001. The Transportation Improvement Plan (TIP) is also available online. Check it out!

www.mcdot.maricopa.gov
www.mcdot.maricopa.gov/tip
<http://www.mcdot.maricopa.gov/pm10/>
www.rightroads.org
www.aztech.org
<http://www.mcdot.maricopa.gov/bicycle/bike.htm>



Partnerships

Intergovernmental agreements (IGAs) and other partnerships are an important part of MCDOT's strategy for implementing the Transportation System Plan. MCDOT seeks to develop partnerships with cities and towns on roadway projects where there is a common interest and shared jurisdiction. The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are important funding partners on a number of MCDOT projects. (Please see the section on Federal Aid/Grant Programs.) Partnerships with private developers are also emerging as an important element of MCDOT's strategy to meet new demands for transportation infrastructure. Whether they be with public or private parties, project partnerships provide the best and most efficient service to the citizens of Maricopa County, and make the most of our limited Highway User Revenue Fund dollars. Agreements may involve project funding, collaborative design, future operation and maintenance, or annexations.

Partnerships improve and promote projects by:

- Building ownership in the project during the project development process
- Clarifying the need, nature, scope, and timing for the project
- Ensuring all affected parties have input on project development
- Ensuring the interests of all affected parties are adequately considered
- Sharing and exchanging resources and property
- Leveraging financial resources
- Clarifying jurisdiction and responsibilities during and after project construction

A significant portion of the TIP is funded through cost-sharing with partners. MCDOT's current goal is to fund a minimum 25% of its TIP through partnerships. Total TIP costs for fiscal year 2003 were budgeted at \$84.3 million with partner revenues expected to be \$31.6 million (37%). For fiscal 2004 TIP capital costs are estimated at \$77.5 million with \$20.8 million from partners. Ninety-five percent of MCDOT's TIP projects currently programmed for construction in fiscal year 2004 involve partnerships. Agreements for all but two of these partnerships are already in place. Agreements are also in place for 52% of TIP projects scheduled for design or construction in fiscal year 2005. MCDOT's cost-share policy provides guidance to staff and community partners in the development of cost-share agreements. Several major MCDOT projects currently in development or completed in the past year reflect the benefits of partnerships.

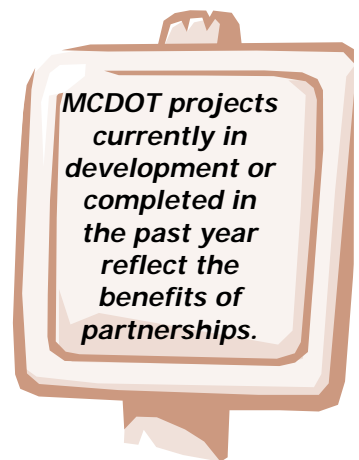
Loop 303

Partnerships with ADOT and several municipalities are essential to MCDOT's plans to plan and construct Loop 303. Originally part of the Regional Freeway System plan, Loop 303 was deleted from the freeway program in 1995. ADOT then declared its intent to abandon the route entirely. MCDOT recognized the importance of this route as a future regional transportation corridor that needed to be preserved. In 2000, ADOT and MCDOT finalized an agreement under which ADOT will retain Loop 303 as a State Route while MCDOT will construct and operate an interim roadway which can be expanded, as needed, or eventually upgraded to a freeway.



Agreements are in place or pending with several municipalities including Goodyear, Peoria and Surprise regarding various aspects of design, maintenance, construction and operation of the roadway. Additional agreements are anticipated as the project evolves. In the meantime, key agreements were completed in 2002 with Victory Land Investments and Shea/Sunbelt Holdings by which private sector partners will make substantial contributions to Loop 303. These private contributions will provide for an accelerated construction schedule and will expand the project to address needs arising from new housing development in the area. MCDOT continues to work closely with ADOT and the Flood Control District of Maricopa County to plan for future development of Loop 303. This includes cooperating in the environmental review process and addressing drainage issues.

Construction of the interim Loop 303 is proceeding rapidly. The segment from Clearview Boulevard. to Grand Avenue, including the new Patriots Bridge over Grand Avenue, was completed in May 2002. Construction of a realigned segment from McDowell Road to Indian School Road was completed in November 2002. As of spring 2003, construction of safety improvements is underway at the existing intersections of Loop 303 with Northern and Olive Avenues while two entirely new roadway segments are currently under construction; a segment from Reems Rd to El Mirage Road that is nearing completion and the next section from El Mirage Rd to Lake Pleasant Road that is just under way.



Deer Valley Road Bridge

Partnerships with the Cities of Peoria and Glendale were essential for the construction phase of this recently completed project. This project improved Deer Valley Road from 83rd Avenue to 75th Avenue. This project went from a two to a five lane road with a new four lane bridge to replace an existing two lane dip crossing. Also included were grade control structures and improvements along the river channel banks as necessary to accommodate recreational trails, access road, and scour protection.

Ellsworth Road

MCDOT, the Flood Control District of Maricopa County, and the City of Mesa concluded a series of agreements in 2000 that will serve as the foundation for a combined \$28.8 million project for roadway and drainage improvements in the area of Ellsworth Road from Germann Road to Elliot Rd. Participation by all three partners was essential to both the roadway and drainage components of the project. Construction is scheduled to begin in late 2003.

Gilbert Road from McDowell Road to SR87

MCDOT has worked closely over a period of several years with ADOT, the City of Mesa, the Salt River Pima-Maricopa Indian Community, the Maricopa Association of Governments and the Salt River Project to forge a partnership for the improvement of Gilbert Road from McDowell Road to SR87. The project partners have worked to overcome a series of funding and construction issues that could never have been resolved by separate, independent efforts. The project involves widening the roadway from two lanes to five lanes with a new dip crossing over the Salt River. A combination of federal, state and local funding sources will be used. Construction is scheduled to begin in 2003.



AZTech™ Smart Corridors



MCDOT, in cooperation with state and local officials and private industries, has formed a unique regional partnership called AZTech™, which uses state-of-the-art technologies to improve travel conditions and the quality of life in Arizona. The purpose of AZTech™ is to more closely integrate the management of the region's transportation system and also give travelers up-to-the-minute traffic information. Phoenix was one of four metropolitan areas selected by the U.S. Department of Transportation in 1996 for this ITS (Intelligent Transportation System) Model Deployment Initiative, with MCDOT serving as leader of the partnership.

Over the past six years, AZTech™ has implemented ITS technologies in the Valley to ease congestion, alert drivers to delays, improve public transit operations, and closely monitor traffic conditions. As a result, AZTech™ has developed an integrated network of traffic signals, computers, communication devices, closed circuit cameras, and changeable message signs to keep traffic moving across the Valley.

AZTech's Traffic Management Center opened in 1999 and continues to be an integral part of the regional AZTech™ system. During fiscal year 2003, along with eight local government partners, MCDOT also completed the design of several new "SMART Corridors" on the AZTech™ system. This work, scheduled for construction in fiscal year 2003 and 2004, expands the AZTech™ Intelligent Transportation System infrastructure by installing vehicle detection devices, closed circuit cameras for better traffic management, and changeable message signs for motorist traffic information.



CCTV's like this one assists drivers in making informed decisions on the road.



Safety

MCDOT, through the AZTech™ partnership, has taken the lead in establishing a first-of-its-kind regionally oriented, incident management augmentation service. The new group is called the Regional Emergency Action Coordinating Team (REACT). The team consists of traffic management specialists, using trucks equipped with variable message signs and other ITS equipment, providing traffic control at the roadway emergency scene. Since its inception in late FY 2001, the team has responded to more than 275 call-outs, and has received many expressions of appreciation and support from the local police and fire departments.

Incident responders are not aware of existing road closures or the traffic impact generated by the incident, and as a consequence, few safety measures are implemented at the incident scene. REACT offers a timely and effective solution by providing the necessary traffic management in the area around the incident. Importantly, the presence of the REACT traffic management professionals allows the responding law enforcement officials to concentrate on the accident investigation rather than traffic direction.



There is always a REACT Team member ready to respond to calls for traffic management 24 hours a day 7 days a week.



Commitment to Customer Service

MCDOT's mission is to build the right transportation system, at the right time, at the right cost. We strive to do this for our customer, you, and we gauge our success upon your level of customer satisfaction. We have also found the best method to measure and maintain customer satisfaction is through public involvement and education.



The Right Roads program holds an average of 50 meetings a year to encourage and facilitate public involvement.

Public Involvement

MCDOT's Right Roads program holds an average of 50 meetings a year to encourage and facilitate public involvement. The program's goal is to incorporate the public in our decision-making process. We consult and communicate with residents, neighborhood groups, businesses, organizations, schools, special interests groups and more on a regular basis. Through open houses, special events, public meetings, and community meetings throughout the county, we garner public input on TIP projects, corridor planning, the PM10 dirt road program, the Legacy Trails and more. Often, several public meetings are held on a single project, as it develops through planning, design and construction.

Your input along the way is key to what we do and how we do it. But it doesn't stop there. With many of our projects we continually communicate with our stakeholders through flyers, project newsletters, brochures, and our website (www.rightroads.org). We want your road to be a Right Road.

Education

In addition to project specific meetings held through the Right Roads program, MCDOT visits an average of 100 elementary schools, teaching more than 15,000 children each year about crosswalk and school bus safety.



Supervisor Fulton Brock discusses the Maricopa County Regional Trails System Plan with the citizens.



• TIP PROGRAMMING

Project selection for the Transportation Improvements Program (TIP) begins with MCDOT's annual review of transportation needs. This is done through the Transportation Management Systems Report produced annually by MCDOT. This report identifies the historic and current physical condition of all MCDOT's roads and bridges. The Report also addresses the type and history of all traffic accidents occurring on County roads and identifies problem locations. Traffic congestion problem areas are also identified by actively monitoring current traffic volumes and by using a computer model to predict future traffic volumes.

Projects identified through this process are reviewed and evaluated against requests from cities and towns, other agencies, and the general public. Requests for projects are also coordinated with ongoing planning efforts of the cities and towns as well as state and federal agencies. Projects already included in the TIP from previous years are given priority to continue through the process to their eventual construction. However, projects may be deferred or eliminated from the TIP under certain circumstances. These changes usually result from funding problems, environmental concerns, or other unforeseen problems.

MCDOT staff annually reviews each potential project and external project request. The projects are ranked using an objective rating system approved by the Transportation Advisory Board (TAB). The County also considers projects with already completed Candidate Assessment Reports (CAR), Design Concept Reports (DCR), and fully designed projects submitted by cities, towns, or other agencies. A CAR is a planning level study that identifies the best possible alternatives to an identified transportation problem. It provides a scope, schedule and budget for solving the identified problem. A DCR is a preliminary engineering study which provides considerably more detail than a CAR concerning the best technical project alternatives, proposed costs, and schedule. These completed studies are also ranked and considered for the TIP. Staff then matches available County funding with all ranked and recommended projects.

Internal Review Committees

The ranked project requests, CARs and DCRs are presented to the MCDOT's TIP Review Committee (TRC) for their consideration. This Committee consists of staff from each MCDOT division. The TRC recommends projects qualified to be advanced to the next level of development. The Committee's recommendations are forwarded to the Project Review Committee (PRC) which consists of the heads of each of the MCDOT divisions; Engineering, Planning, Right-of-way, Construction and Operations, and Professional Services.

Staff usually recommends the highest ranked projects to the Transportation Advisory Board (TAB) for further study or funding in the TIP. Staff will make exceptions to projects that rank high when there are circumstances that might delay the project such as environmental consideration or concerns from other agencies. The TAB holds public meetings to discuss each project.



Determining Priorities

The County uses a weighted 1 to 105 objective scoring system, shown in Figure 2, for comparing project requests, CARs, DCRs, design projects, and construction projects shown in Figure 2. The project ranking system complies with the mission, vision, and objectives of the County. The system was designed to carry out the adopted Comprehensive Plan and the Transportation System Plan requirements. In addition, staff may also consider public comments, planning goals, unique opportunities, and other non-numeric factors.

Specific criteria used in ranking TIP projects in order of importance:	
25 points:	Safety: Accident rate, accident severity cost, roadway configuration and pavement condition
20 points:	Current and future traffic congestion
20 points:	Benefit/cost ratio (must be a positive value to receive points)
15 points:	Compliance with the Comprehensive Plan and Transportation System Plan, percent of regional travel on the roadway and environmental factors
20 points:	Joint sponsorship which includes the financial commitment to the project by another local governmental agency
5 points:	Bonus points for including intelligent transportation system, pedestrian, bikeway, transit, and environmental components to the project
Factors that might cause a project to be rescheduled or deleted from the TIP:	
<ul style="list-style-type: none">• Significantly altered transportation needs• Project costs exceed the benefits to the traveling public.• Emergencies or other developments which might alter traffic patterns• Right-of-way considerations• Issues surrounding agreements between principal jurisdictions• Environmental or archaeological factors that influence the final design• Changing land use patterns	
Projects may be accelerated as favorable conditions arise such as:	
<ul style="list-style-type: none">• Additional or new funding received; increased revenue, grants, or partnerships.• Significantly altered transportation needs• Emergencies• Cooperation with other jurisdictions• Changing land use patterns• Recreational use	

Figure 2. TIP Project Scoring System



Commitment to Programmed Projects

The TIP is based on a commitment to complete projects. Each year new DCRs are added to the TIP subject to BOS approval. Projects already in the program are reviewed each year to see if they are qualified to progress to the next TIP phase i.e., design or construction. MCDOT is committed to expediting projects through the entire process. A project may be either moved ahead, delayed, or occasionally deleted from the TIP as dictated by MCDOT's analysis, objectives, and/or budget constraints.

TIP Project Selection Process

New TIP projects are selected using the process shown in Figure 3. This process saves time for jurisdictions that submit completed CARs, DCRs, or fully designed projects. Throughout the year, MCDOT ranks initial project requests for consideration to conduct CARs. Staff then includes all completed CARs, DCRs, or designed projects in a project pool. If a project doesn't progress to the next phase after several years, the project may have to be updated and re-submitted by the applicant.

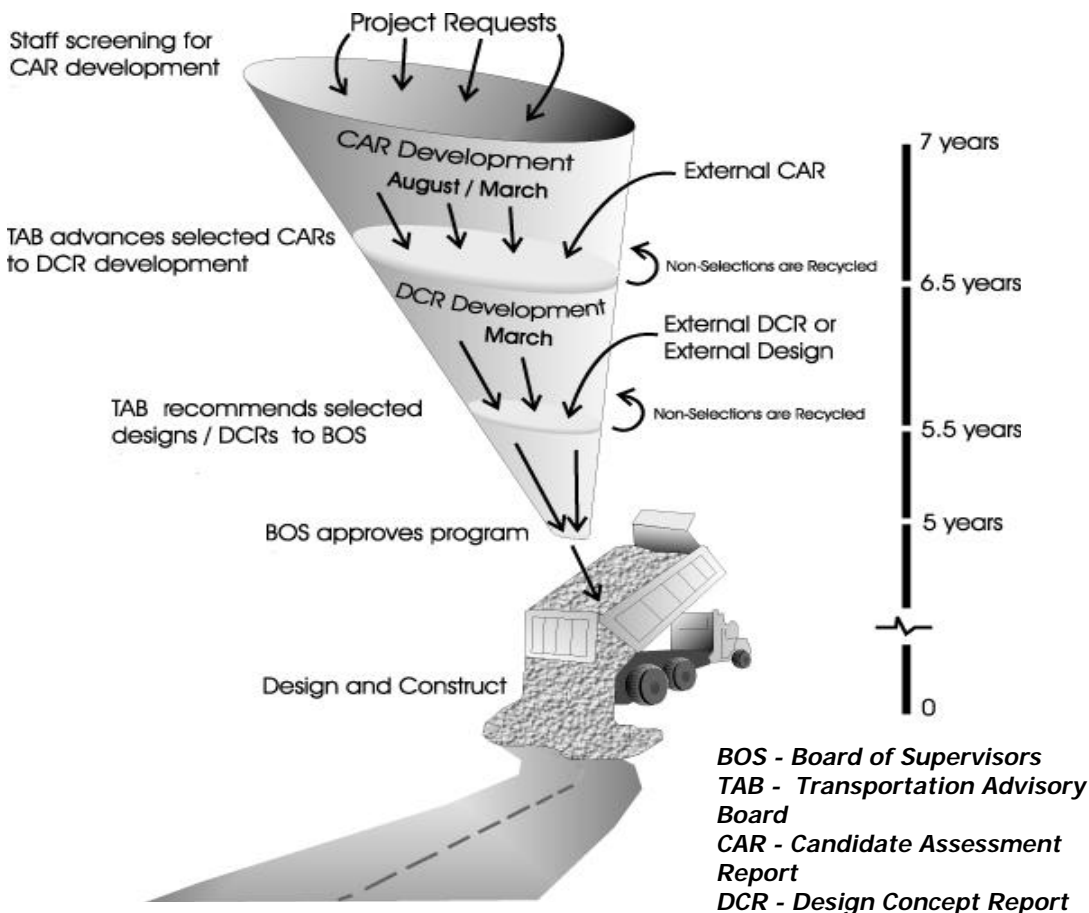


Figure 3. TIP Selection Process

• FUNDING THE TIP

Maricopa County funds its TIP through several sources. The primary source is the Highway User Revenue Fund (HURF). Arizona's 18-cents-a-gallon tax on gasoline, vehicle license taxes, and vehicle registration fees are distributed to all jurisdictions based on a formula established by the State Legislature.

In addition, the County may receive funds from federal agencies, such as the Federal Highway Administration (FHWA) and the Federal Emergency Management Administration (FEMA). Other funding sources arise through partnerships with local jurisdictions, federal, and state agencies, or private corporations.

Maricopa County receives approximately \$95 million annually from HURF. The County's HURF revenues are expected to increase by approximately \$18.2 million over the next five years due to population increases and economic growth.

The County must spend these funds only on transportation-related items. This includes planning, design, right-of-way acquisition, construction and administration, and the operation and maintenance of county roads. Approximately \$56 million is spent each fiscal year on new construction or significant reconstruction of roadways, bridges, and other transportation facilities. The County uses the remainder for operation, maintenance, and administration of the roadway system.

Federal Funds

Maricopa County is eligible to receive federal funding for the improvement of eligible County roadways and bridges. These funds usually make up less than 10 percent of the total funds received and are primarily used to extend local funds. The County accomplishes this by taking advantage of the small local match (usually 5.7 percent) required for federally funded projects.

The Maricopa Association of Governments (MAG) and the Arizona Department of Transportation (ADOT) administer the FHWA funds. FEMA funds may become available whenever roadways are damaged because of flooding or other natural disasters. The federal government allocates these FEMA funds at its discretion.

Local Funds

Considerably more than half of the TIP projects are jointly funded because of MCDOT's emphasis on agreements and partnering. The majority of the projects planned for construction in FY 2004-2008 are jointly funded with cities and towns.

Intergovernmental Agreements

The County enters into IGAs with other governmental agencies when roadway projects are to be jointly funded or other services are to be provided. Typically, the IGA describes terms, conditions, schedules, and costs for each agency signing the agreement. The Board of Supervisors as well as the governing body of each agency must approve the IGA. When signed, it is



recorded with the County Recorder and becomes public record. When all the terms of the IGA are satisfied, the agreement is completed and closed. Reimbursements from an IGA may be a one-time payment or annual installments over several years. The County also enters into formal agreements with private partners, such as private developers with an interest in transportation improvements. These agreements are treated in the same manner as IGAs.

MCDOT Financial Highlights Fiscal Year 2003 (Millions of Dollars)		
Category	Budgeted	Expended
Salaries and Benefits	22.4	22.2
Materials, Supplies and Contracted Services	25.8	25.5
Equipment and Machinery	3.3	2.2
MCDOT Force Account	<4.0>	<4.1>
<i>Total Operating Costs</i>	47.5	45.8
Transportation Improvements Program	80.3	51.8
MCDOT Force Account	4.0	4.1
<i>Total Capital Costs</i>	84.3	55.9
Grants	.7	.7
<i>Department Totals</i>	132.5	102.4

Table 1. MCDOT Financial Highlights



**MCDOT Projected Five Year
Revenues and Expenditures
Fiscal Years 2004-2008**
(Millions of 2003 Dollars)

Revenues	2004	2005	2006	2007	2008	Totals
HURF (VLT & fees included)	96.6	100.8	105.2	110.0	114.8	527.4
TIP Partner Revenue	20.8	15.9	10.7	6.3	0.5	54.2
Carryover from prior fiscal years	15.2	6.9	6.1	20.4	23.4	
Total Funds Available	132.6	123.7	122.0	136.7	138.7	653.7

TIP Expenditures	2004	2005	2006	2007	2008	Totals
Construction Phase	56.0	53.3	15.0	17.0	22.0	163.2
Development Phase	3.8	1.6	4.7	5.3	4.3	19.8
System Support	15.6	9.5	13.7	12.7	10.1	61.6
Project Reserve	2.0	5.0	20.0	30.2	30.0	87.2
Total TIP Costs	77.5	69.3	53.4	65.1	66.4	331.7
Operating Costs	48.2	48.2	48.2	48.2	48.2	241.0
Total Expenditures	125.7	117.5	101.6	113.3	114.6	572.7
Balance	6.9	6.1	20.4	23.4	24.1	

Table 2. MCDOT Revenues and Expenditures



• GUIDING THE TIP

Transportation System Plan

To decide where to best invest future County funds, MCDOT has developed an integrated series of plans and studies including: the Transportation System Plan, transportation management systems, small area transportation studies, the Bicycle Transportation System Plan, and numerous corridor studies. These tools provide various levels of detailed guidance for implementing the MCDOT mission in specific geographic areas or under specific conditions.

The Transportation System Plan (TSP) was adopted by the Board of Supervisors in December of 1997. This is the transportation element of Maricopa County's Comprehensive Plan 2020. It states that the transportation network should support safe and efficient movement of goods and people, be environmentally compatible with surrounding conditions, and support economic development activities.

The TSP organizes all county roadways into three networks: primary, secondary and local. Primary roads under County jurisdiction generally fall on the arterial grid and receive the highest priority for funding, maintenance, and other activities. Secondary roads typically are arterial and collector roadways under County jurisdiction which are not included on the Primary Network. Secondary roads have a lower priority and MCDOT's participation on these roads is more limited. Local roads are the remaining roadways that provide access to residences and feed into the secondary system. On these roads, MCDOT will continue to maintain them at a high level, but generally will not participate in significant improvements.

	System Priorities		
Land Development Area	Primary	Secondary	Local
Urban Service Area	H	M	L
Rural Development Area	H	L	L
Established Community / Existing DMP's	H	L	L
General Plan Development Area	M	L	L
Incorporated	L	N	N
New Development Master Plan	M	DR	DR

(Priorities: H=High, M=medium, L=low, DR= Developers Responsibility)

Figure 4. MCDOT Investment Matrix

To guide the prioritization of projects considered for the Transportation Improvement Program (TIP), the TSP uses an investment matrix, shown in Figure 4, that is applied to each candidate project evaluated for the TIP. The investment matrix provides direction on investing County funds for roadway projects, but does not guarantee funding for any specific project in the three networks.



Transportation Management Systems

MCDOT uses four transportation management systems to help monitor and measure the performance of the County transportation system. The four systems include congestion, safety, roadway and bridge management. The results of these systems help to plan and program future improvement projects. All four systems meet the planning strategy recommendations of the Federal Transportation Efficiency Act for the 21st Century, or TEA-21.

Congestion Management System (CMS)

MCDOT developed the CMS to provide data on the locations of present and future traffic congestion. The CMS documents how well the County's transportation system is performing. It identifies currently congested roads and possible future congested routes. The data from the CMS is used to recommend which roadways to improve and intersections to upgrade in order to better handle traffic.

An important part of the CMS is measuring how much congestion has been reduced. This allows the County to compare how well the various congestion-reducing methods are performing and to adopt the most cost-effective solutions. The County then provides the performance measurement data to decision-makers to guide them in selecting strategies and future projects.

Safety Management System (SMS)

The SMS identifies where potential highway safety problems are occurring. Suggested improvements are considered and implemented where suitable and feasible. The County evaluates safety in all phases of highway planning, design, construction, maintenance and operations. Traffic engineering staff evaluates traffic accident information including the type, location, cost, and rate of crashes for all County roadway segments and intersections. The County uses this data for developing effective highway safety strategies and selecting future TIP projects.

Roadway Management System (RMS)

The County RMS system is designed to provide the data to make informed decisions concerning which roadways should be upgraded or reconstructed. The RMS consists of data collection and an inventory of existing pavement and overall roadway features including the number of lanes, pavement widths, and surface types. The RMS also includes a condition survey that measures ride quality, surface distress, rutting, and surface friction. This data is used to analyze and summarize pavement conditions and evaluate the overall functional efficiency of the roadway. The RMS is used to select and



recommend cost-effective pavement construction, rehabilitation, and maintenance programs. The MCDOT Construction and Operations Division uses the data for planning its annual pavement maintenance program. The MCDOT Planning Division also uses the RMS to evaluate current and future projects for the TIP.

Bridge Management System (BMS)

The MCDOT BMS provides the process to evaluate bridges and structures within our inventory. Using the BMS, MCDOT can detect and identify alternative projects, predict costs, perform short and long term budgeting and recommend bridge rehabilitation and replacement projects consistent with MCDOT's policy and budget limits.



MCDOT completed the new Power Road Bridge at the Queen Creek Wash in 2003.



Small Area Transportation Studies

As part of the comprehensive planning process, four regional transportation studies have been completed. Figure 5 shows a map of these study areas. These studies identify short, medium and long-range transportation needs. They also recommend transit, bicycle and other alternative mode needs. Each study will receive regular updates (approximately every four years). The Maricopa Association of Governments began development of three area plans of their own in FY 02, with completion expected in 2003. It is MCDOT's plan to follow up with updates on our area studies upon completion of the MAG studies.

Southwest Valley Transportation Study

The Board of Supervisors adopted this study in July 1997. The study boundaries include parts of Avondale, Buckeye, Goodyear, Litchfield Park, Tolleson, and the unincorporated areas of Maricopa County.

Williams Area Transportation Plan

The BOS adopted this plan covering the southeast corner of the County in March 1997. Study participants included Mesa, Queen Creek, Gilbert, Chandler, and Maricopa County. It was done in cooperation with Williams Gateway Airport staff.

Northeast Valley Area Transportation Study

This study was adopted by the BOS in November 1996 and updated in 2002. The study produced a transportation plan for unincorporated Maricopa County north of the Carefree Highway east of Lake Pleasant to the Tonto National Forest. It includes the Anthem and Tramonto Master Planned communities along with the New River and Desert Hills unincorporated communities.

Northwest Valley Area Transportation Study

This study was completed in the summer of 2000. It included participation from Surprise, Glendale, Phoenix, Peoria, Youngtown, El Mirage, Goodyear, Litchfield Park, Maricopa County, the Sun Cities, and Luke Air Force Base. It ranged from 67th Avenue on the east to Rooks Road alignment on the west and roughly, Camelback Road on the south to the County line on the north.



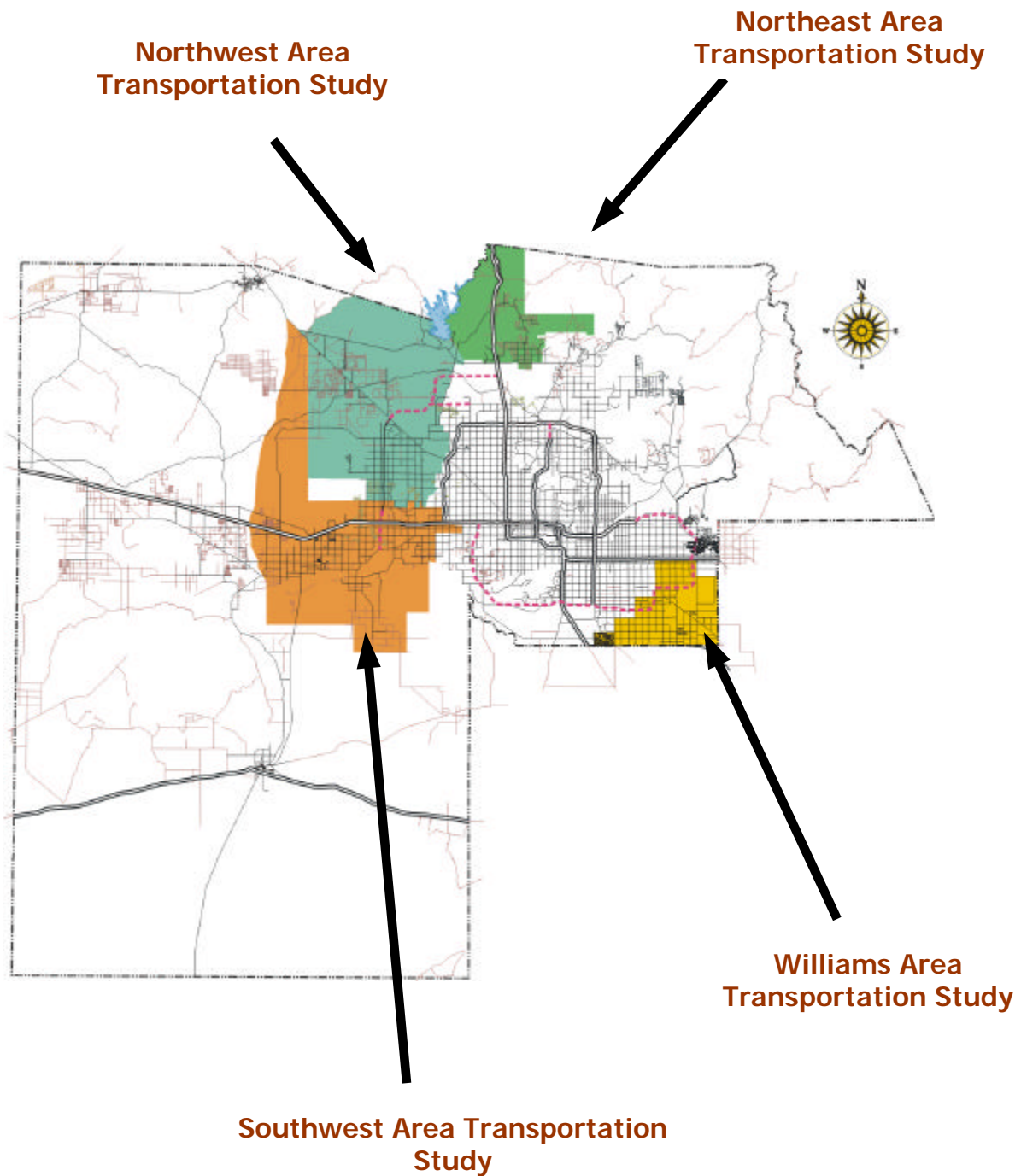


Figure 5. Small Area Transportation Studies Map



Corridor Studies

Corridor studies will be completed for all Primary System roads in unincorporated Maricopa County. The schedule for completion will vary depending on several factors and there may be more than one study for the entire length of a route. Completed corridor studies include:

1. 99th Avenue from I-10 to Glendale Avenue.
2. Carefree Highway from Lake Pleasant Road to Cave Creek Road.
3. Ellsworth Road from Hunt Highway (County Line) to Warner Road.
4. Loop 303 from MC 85 north and east to Lake Pleasant Road.
5. 115th Avenue from MC-85 to the Gila River
6. MC85 from SR85 to 75th Avenue.
7. Dysart Road from Northern Avenue to Greenway Road.
8. Riggs Road from I-10 east to Meridian Road.
9. I-17 Parallel Access.
10. Jackrabbit Trail/Tuthill Road from Germann Road to Indian School Road.
11. Lake Pleasant Road from Williams Road to Carefree Highway
12. Power Road from Riggs Road to Guadalupe Road.
13. Gilbert Road from Williams Field Road to Hunt Highway.
14. Queen Creek Road from Gilbert Road to Power Road.
15. Loop 303 Location Study.
16. Olive Avenue from Dysart Road to White Tanks Park Entrance.

Corridor and related studies that are ongoing or will begin in fiscal year 2004 include:

1. McDowell Road from Jackrabbit Trail to Sun Valley Parkway.
2. Loop 303 Southern Extension Location Study, MC-85 to Riggs Road.
3. Meridian Road from US-60 to Hunt Highway
4. Ocotillo Road from Power Road to Alma School Road
5. Feasibility Study for an East/West Reliever for Interstate 10 in the West Valley



Bicycle Transportation System Plan

The purpose of the Bicycle Transportation System Plan is to serve as an implementation element of the Transportation System Plan and Comprehensive Plan. It is intended to clearly define County bicycle policy and provide recommendations for the future. In addition to recommending bicycle transportation policies and identifying the benefit/cost of bicycle facilities, the Bicycle Plan identifies a County-wide bike network. An important element of the bike network is the planned integration of bike routes between the County and neighboring jurisdictions. The recommended bicycle network and Bicycle Improvement Program are intended as reference points and initial starting points. The ultimate bicycle network for Maricopa County includes all streets functioning as an arterial or lesser classification.

The Bicycle Transportation System Plan recommends the following policies:

General Bicycle Policy:

Maricopa County recognizes bicycling as a viable transportation mode, and actively works toward consistently and prudently improving the transportation network to increase access to the system for bicyclists. The plan establishes objectives for implementation.

Facility Commitment Policy:

MCDOT shall include bicycle facilities on all County roadways as described in the Roadway Design Manual and the Pavement Marking Manual. Bicycle projects not directly combined with a larger roadway project shall be evaluated separately during the Transportation Improvement Program process.

Organizational Change Policies:

MCDOT shall institute a multi-modal review process during project planning and design as well as during review of subdivision and development proposals to ensure proper inclusion of bicycle, pedestrian and transit needs. Partners, contractors and customers of MCDOT are to be informed of the position of the County towards bicycle transportation and encouraged to follow the same standards and principles when working in the County.



Thumbs up to MCDOT for our efforts to make the Bicycle Transportation Plan work.



Environmental Planning

All MCDOT planning projects and Transportation Improvement Program (TIP) projects will be evaluated for social, economic, and environmental impacts that may result from the construction and operation of a potential capital improvement project. MCDOT projects occurring on or adjacent to federally owned land, as well as projects that will be constructed using federal funds or grant monies, shall follow the formal National Environmental Policy Act (NEPA) process in accordance with Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) guidelines. Environmental overviews are completed along with corridor studies and candidate assessment reports. Environmental clearances are conducted concurrently with design concept reports (DCRs).

Environmental review and documentation is an integral part of the transportation planning process and the engineering design phase. Transportation corridor studies and candidate assessment reports (CARS) include environmental overviews to identify environmental issues and concerns prior to projects being placed in the Transportation Improvement Program (TIP). Early in the design process, programmed projects are analyzed for environmental effects in accordance with local, state and federal regulations. Environmental impacts are identified, evaluated, and mitigated accordingly.

Environmental clearances will incorporate federal and state laws, statutes, and regulations, as appropriate. The environmental analysis process will focus on the avoidance, minimization, and mitigation of adverse effects on the natural and human environment.



McDowell Mountain Park works to preserve our desert environment.



Cultural Resources Management and Historical Preservation

Prior to project construction, MCDOT conducts historic preservation activities for each TIP project. Depending upon the nature and location of the proposed project, our professional evaluations may include the following types of activities:

- Site file archival research.
- Archaeological survey and site documentation.
- Traditional cultural property evaluations.
- Historic building surveys.
- Historic engineering records reviews.
- Site avoidance planning.
- Archaeological test excavations to determine site significance.
- Site mitigation excavations.
- Repatriation of human remains and sacred objects.
- Anthropological and ethnographic studies.

All aspects of our cultural resources management activities are conducted in keeping with the provisions of the Arizona Antiquities Act and the State Historic Preservation Act, as well as in keeping with federal laws, regulations and policies.

Consultation with Native American tribes and outreach with the public are important activities of the historic preservation planning process. Our standards for the confidentiality of records and consultation activities are in keeping with the current standards of anthropological and archaeological practice, and state and federal law.



MCDOT contracted archeologists work on a site adjacent to MC85.



• 2003 MAINTENANCE AND OPERATIONS HIGHLIGHTS

While it is easy to see tax dollars at work through new construction projects, nearly a quarter of MCDOT's budget is dedicated to roadway maintenance and minor repairs. The purpose of the Operate and Maintain Transportation Systems program is to provide roadway upkeep and traffic flow management to the traveling public so that they can have safe trips on smooth, cost effective roads. Key results of our success are measured by the percentage of arterial road mileage with pavement condition rating of "good" or better.

MCDOT splits its maintenance expenditures into five major categories: surface treatments, routine maintenance, general maintenance, major repairs and traffic operations. These categories account for over \$27.3 million annually, shown in figure 6.

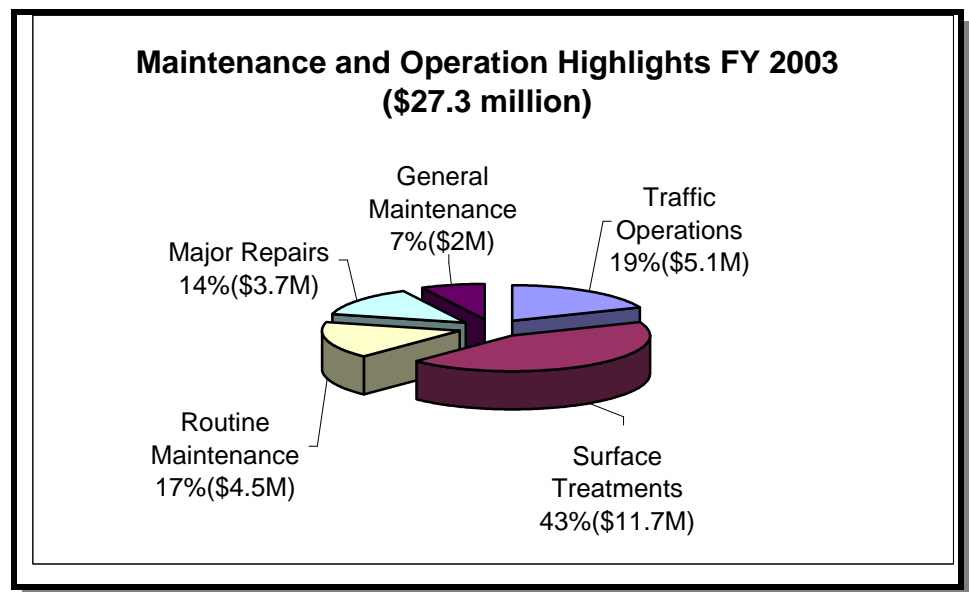


Figure 6. Maintenance and Operation Highlights FY 2003

Surface Treatments

Surface treatments account for \$11.7 million annually. Treatments include chip sealing (250 lane miles), preservative sealing (150 lane miles), slurry sealing (60 lane miles) and asphalt rubber overlay (21 lane miles). Surface treatments are relatively inexpensive methods of road maintenance. Chip sealing is a sprayed application of asphalt binder immediately covered by a layer of one-sized aggregates. The chip seal provides a new wearing surface. Slurry sealing involves applying a mixture of asphalt, sand, mineral filler and water onto the roadway. Asphalt rubber overlay blends asphalt rubberized cement and aggregate together. Both are laid and compacted at high temperatures. This preventative measure is required for deteriorated roads and improves the functional condition of the pavement.



Routine Maintenance

The purpose of the Roadway Maintenance activities is to provide upkeep of roadways in primarily unincorporated areas of the County for the traveling public so they can have safe trips on smooth, cost effective roads. Routine maintenance accounted for \$4.5 million during fiscal year 2003. Routine maintenance includes grading dirt roads (649 miles approximately 6 times per year) and shoulders of paved roadways (1,103 miles three times per year), sweeping paved (564 miles) arterials every three weeks and local roads every eight weeks and filling surface cracks and potholes.

General Highway Maintenance

General highway maintenance accounts for \$2 million dedicated to financing such activities as the Adopt-A-Highway program, mowing, trash and weed pickup, ditch and channel maintenance, median maintenance, graffiti clean up, and curb and gutter maintenance.

Major Repairs

Major repairs accounted for \$3.7 million in FY 2003. Major repairs include roadway rehabilitation, re-grading and plating (resurfacing a dirt road with an aggregate base), bridge repairs, guardrail retrofits, and valley gutters.

Traffic Operations

In the maintenance operation budget, traffic operations account for nearly \$5.1 million of the total budget. Traffic operations include re-striping (1,620 miles) the roads, maintaining and installing traffic signs and signals, and providing work zone traffic control during maintenance and construction work.



MCDOT Operations Crew prepares to re-stripe one of the 5,926 lanes miles annually.



• MCDOT TIP BITS



Roads:

2696 miles in the Maricopa County roadway system.

2047 miles of paved road in the system.

649 miles of graded unpaved roads in the system.

Signalized Intersections:

Maricopa County maintains 120 signalized intersections.

Also, 6 computerized signal systems.



Signs:

*Maricopa County has 40,000 signs
and 45,000 object markers.*

Re-striping:

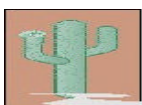
*5,926 lane miles of roadway re-striping
semi-annually.*



Bridges:

27 major river bridges

382 total structures



• IMPLEMENTING THE TIP

Projects included in the Transportation Improvements Program (TIP) have been reviewed by MCDOT staff, recommended by the Transportation Advisory Board (TAB) and approved by the Board of Supervisors (BOS). When each project is approved, and included in the MCDOT budget it is assigned to a team headed by an experienced project manager. Team composition varies with the project's scope and complexity. The project manager is exclusively responsible for the project from the initial Development Phase through final Construction.

The Development Phase includes a preliminary design in the form of a Design Concept Report (DCR) and then a final design. The Construction Phase involves right-of-way acquisition, utility relocation, and actual construction. Once construction begins, the project manager shares the responsibility for the project with the MCDOT Operations and Construction Division. Each team member is responsible for completing assigned tasks on schedule and within budget.

Before a project can be recommended to the BOS for construction in the TIP the DCR, final design, and all intergovernmental agreements must be completed. Affected utility companies, adjoining municipalities, and all project partners are provided copies of the preliminary plans for review and comment. Partnering agreements are normally finalized during the DCR stage of the project. When the DCR is completed, it is evaluated and numerically ranked against all other DCRs for consideration to continue on to design. The ranking system is used as a guide in recommending the best projects to the TAB and BOS for inclusion in the TIP. A public involvement plan ensures that input from County citizens is obtained and considered as part of the DCR and design processes.

Usually a project is designed only after a DCR is completed. Sometimes a project will be designed but not immediately scheduled for construction. This creates a shelf project that can later be scheduled for construction to take advantage of increased revenues or schedule slippage by other projects. However, in most cases the project will be considered for construction as the design plans near completion.

The Public Works Land and Right-of-Way Division begins to acquire the needed land from neighboring property owners when the final design is completed. Obtaining right-of-way is a vital step in the construction process, since MCDOT can only build on property it owns or has legal access to through easements. The Public Works Land and Right-of-Way Division handles all appraisals, real property title services, relocations, and negotiations with property owners and courts. As the final project details are worked out, the public is again involved, usually at a local public meeting.

When the final plans and specifications are completed, construction bids are solicited from potential contractors. The procurement process requires MCDOT to use an open and competitive bidding process to award projects. In most circumstances the County must accept the lowest, most responsible bidder.

Maricopa County personnel provide construction quality control inspections of all materials and processes to ensure the project is constructed to the contract specifications. Upon completion of the project, a one-year warranty period begins to ensure the completed project was built as intended and will withstand the Arizona environment.



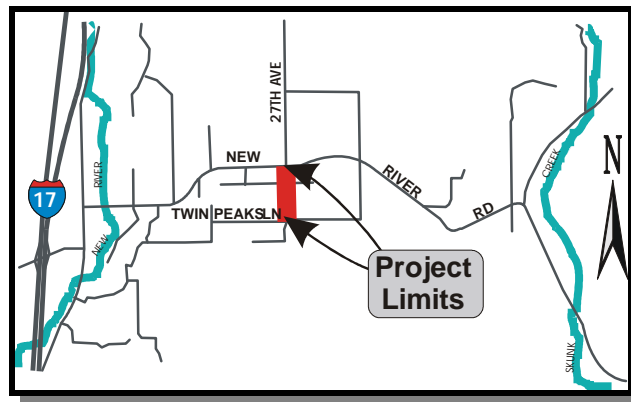
• 2003 CONSTRUCTION HIGHLIGHTS

27th Avenue Twin Peaks Lane to New River Road

MCDOT

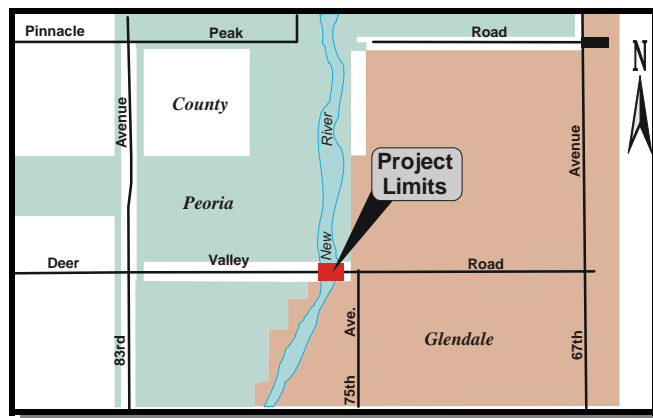
Engineering Firm:	MCDOT
General Contractor:	Bison Contracting
Construction Manager:	MCDOT
Contract Price:	\$194,539
Start Date:	2/24/03
Completion:	95%
Length:	.4 mile
Work Order:	16100

This project widened and paved the existing gravel road to provide two travel lanes. In addition, the roadway was realigned vertically to reduce grades and increase sight distance. Other improvements included new pipe culverts for cross-drainage, paved driveway turnouts, and relocation of 36 mailboxes (consolidated into three cluster box units).



Engineering Firm:	Premier Engineering
General Contractor:	Hunter Contracting
Construction Manager:	MCDOT
Contract Price:	\$3,374,117
Start Date:	4/02/02
Completion:	97%
Length:	6 miles
Work Order:	68982

This project built a new four lane bridge to replace the two lane dip crossing.

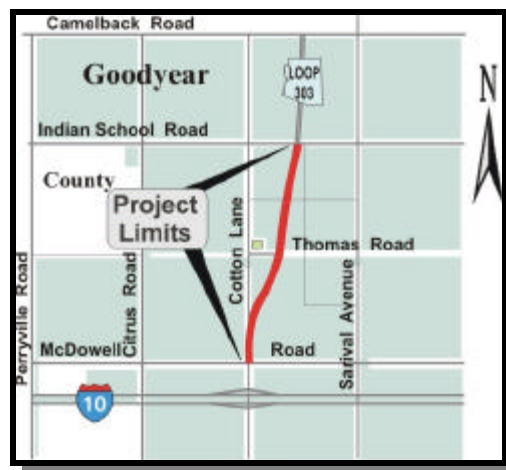


Loop 303 McDowell Road to Indian School Road

MCDOT

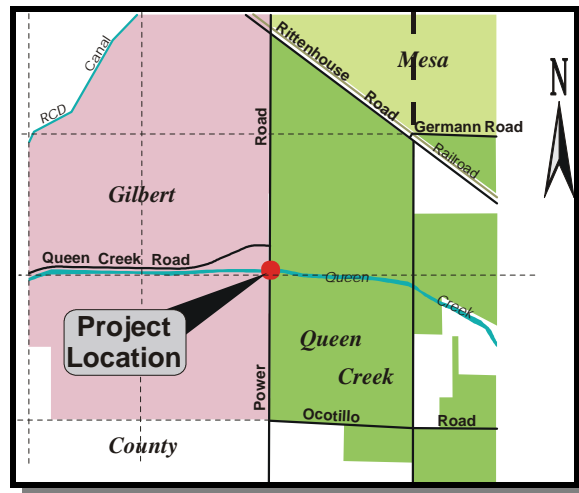
Engineering Firm:	Entranco
General Contractor:	Archon, Inc.
Construction Manager:	MCDOT
Contract Price:	\$2,321,734
Start Date:	5/20/02
Completion:	100%
Length:	2 miles
Work Order:	68965

This project extended Loop 303 to Thomas Road with a four lane divided road. It eliminated the two 90 degree turns required to access the Loop 303.



Engineering Firm:	MCDOT
General Contractor:	AMES Construction
Construction Manager:	MCDOT
Contract Price:	\$1,418,000
Start Date:	6/24/02
Completion:	100%
Length:	N/A
Work Order:	68976

This Project replaced the existing two lane bridge with a new six lane structure to accommodate traffic and development.



PM-10 Roads Phase 2

MCDOT

Engineering Firm:	Multiple
General Contractor:	Multiple
Construction Manager:	MCDOT
Contract Price:	\$2,142,078
Start Date:	10/16/02
Completion:	90%
Length:	24 miles
Work Order:	16205, 16206, 16207, 16208, 16209, 16210, 16212, 16213

Portions of the following roads were paved through this project.

3rd Street
7th Avenue
10th Street
11th Avenue
12th Street
40th Street
42nd Street
44th Street
47th Avenue
53rd Street
78th Street
89th Street
90th Street
96th Way
102nd Street
104th Street
110th Street
133rd Avenue

154th Street
175th Drive
177th Avenue
193rd Avenue
Ashler Hills Drive
Boise
Boulder Drive
Brooks Farm Road
Calle Lejos
Cheyenne Road
Crozier Road
Dale Lane
Decatur Street
Dixileta Drive
Dove Valley Road
Durango Street
Forest Pleasant

Galvin Street
Irvine Road
Jarvis Street
Malcolm Drive
Mariposa Grande
Norwich Drive
Old Mine Road
Olney Avenue
Patrick Lane
Pinnacle Vista
Telegram Path Road
Villa Lindo



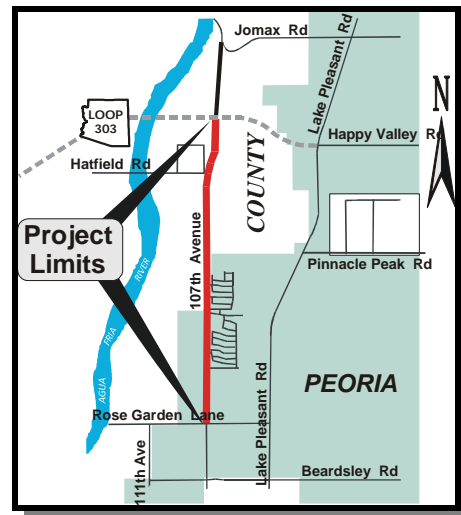
• PROJECTS UNDER CONSTRUCTION OR CONTRACT IN FY 2003

107th Avenue Rose Garden Lane to L303

MCDOT

Engineering Firm:	Gannet Fleming
General Contractor:	Edward Kraemer & Sons
Construction Manager:	AMEC
Estimated Construction Cost:	\$11,931,010
Work Order:	68932

This project is constructing a two lane roadway for dust control and connection to Loop 303 south of Jomax Road.

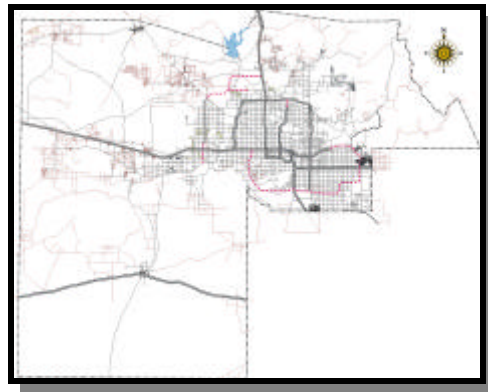


AzTech SMART Corridors

MCDOT

Engineering Firm:	BRW Engineering
General Contractor:	CS Construction
Construction Manager:	MCDOT
Estimated Construction Cost:	\$2,158,945
Work Order:	68989

This project is to construct an Intelligent Transportation System "SMART Instrumentation" for ten arterial corridors. The project will involve designed vehicle detection systems, close circuit TV, and changeable message signs and communications along the ten corridors.

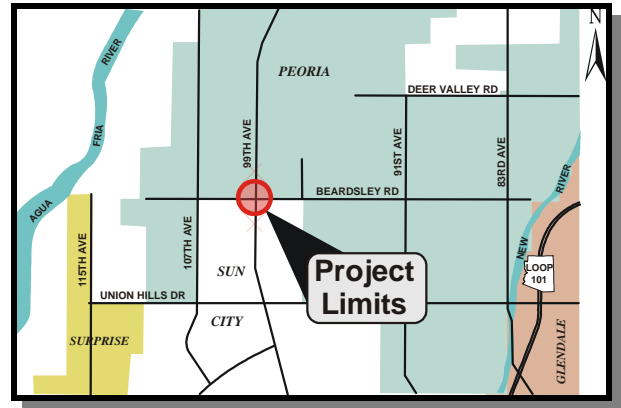


MCDOT

Beardsley Road @ 99th Avenue Intersection

Engineering Firm:	DMJM Engineering
General Contractor:	AJP Electric, Inc.
Construction Manager:	MCDOT
Estimated Construction Cost:	\$141,792
Work Order:	12585

This project will provide improvements to the intersection. Traffic signals will be installed.

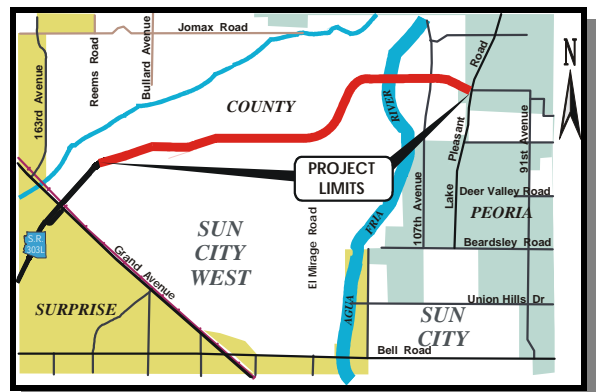


MCDOT

Estrella Interim Loop 303 Reems Road to Lake Pleasant Road

Engineering Firm:	HDR
General Contractor:	Edward Kraemer & Sons
Construction Manager:	AMEC
Estimated Construction Cost:	\$11,931,010
Work Order:	68840-2

This is the second phase of this project. This phase will extend a new four lane interim roadway to Lake Pleasant Road.

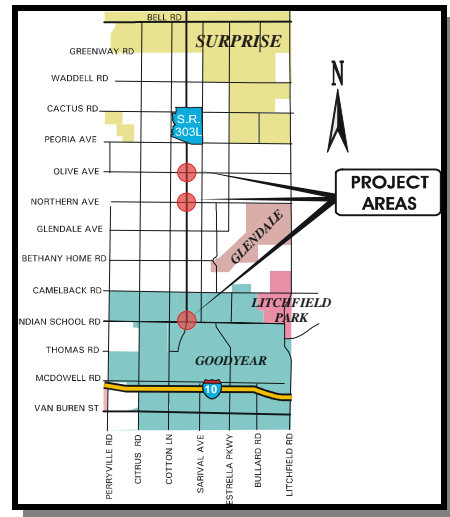


Loop 303 Intersection Improvements

MCDOT

Engineering Firm: Michael Baker
General Contractor: N/A
Construction Manager: MCDOT
Estimated Construction Cost: \$1,380,000
Work Order: 69030

Indian School Intersection:
Project complete
Northern and Olive Intersections:
These projects will add eastbound
and westbound left turn lanes on
Northern and Olive and add flashers
on Loop 303 northbound and
southbound approaches to both
intersections

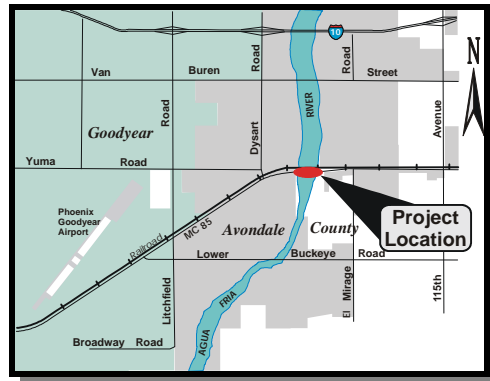


MC85 Bridge @ Agua Fria River

MCDOT

Engineering Firm: BRW/INCA
General Contractor: N/A
Construction Manager: MCDOT
Estimated Construction Cost: \$2,412,000
Work Order: 68933

This project will provide scour
protection of the existing
bridge to prevent damage
during severe flooding.

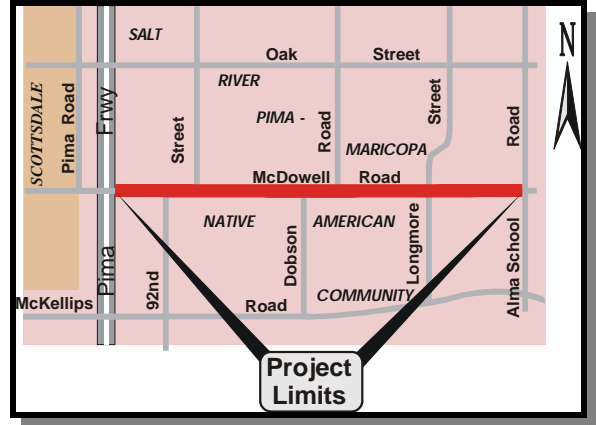


MCDOT

McDowell Road Pima Freeway to Alma School Road

Engineering Firm:	Boyle Engineering
General Contractor:	Haydon Building Corp.
Construction Manager:	CEI
Estimated Construction Cost:	\$4,840,737
Work Order:	68897

This project will reconstruct McDowell Road to six lanes. As part of this project the Salt River Pima Maricopa Indian Community will install a sanitary sewer.

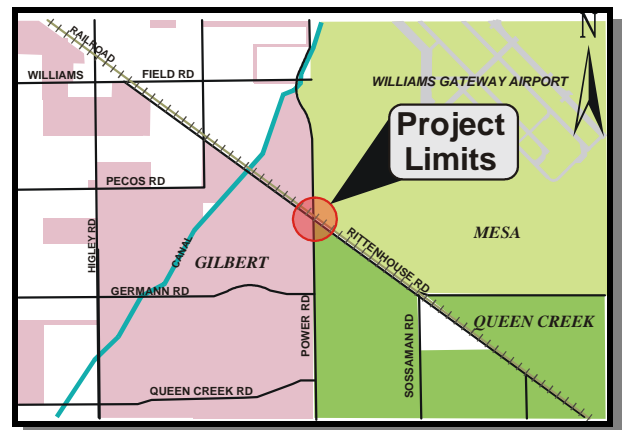


MCDOT

Rittenhouse Road @ Power Road Intersection

Engineering Firm:	CH2M Hill
General Contractor:	Trans Tech Electric
Construction Manager:	MCDOT
Estimated Construction Cost:	\$115,000
Work Order:	12578

This project will add left turn lanes to Rittenhouse Road and add a temporary signal to intersection.

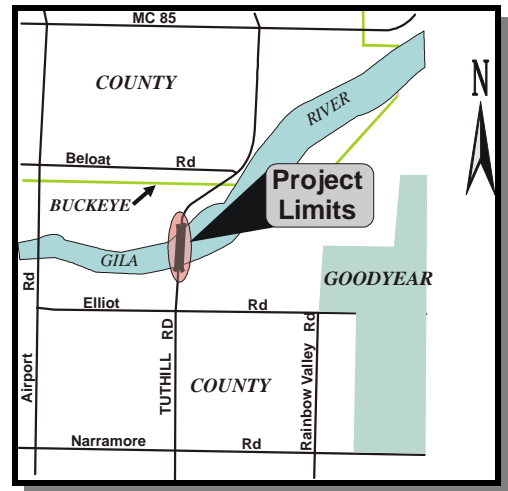


Tuthill Road Bridge @ Gila River

MCDOT

Engineering Firm: Michael Baker
General Contractor: TBD
Construction Manager: TBD
Estimated Construction Cost: \$200,000
Work Order: 68938

Scour monitoring sensors will be installed.

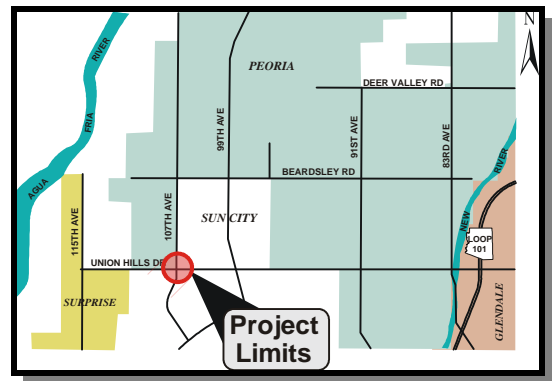


Union Hills Drive @ 107th Avenue Intersection

MCDOT

Engineering Firm: DMJM
General Contractor: Combs Construction
Construction Manager: MCDOT
Estimated Construction Cost: \$229,944
Work Order: 30910

This project will signalize the intersection and construct drainage facilities at southwest corner to alleviate flooding.

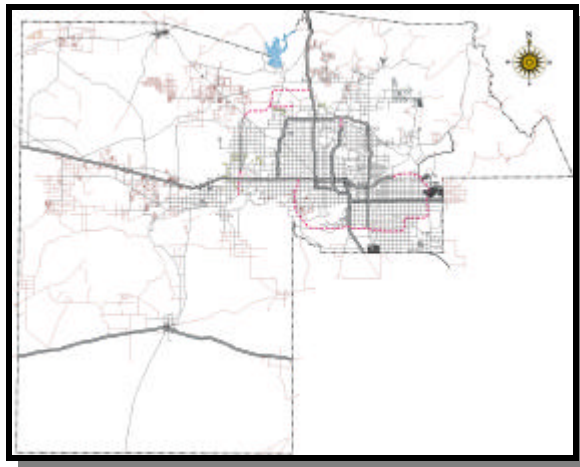


MCDOT

PM10 Phase 3 (NE, SE, SW)

Engineering Firm:	Multiple
General Contractor:	Multiple
Construction Manager:	MCDOT
Estimated Construction Cost:	\$3,010,000
Work Order:	16208, 16214, 16215

This project is the third phase of MCDOT's federally mandated dust mitigation program. Phase two paved over 20 miles of roadway countywide.



TIP Projects Completed During Fiscal Year 2003

Project Name	Project Limits	Type of Work	Date Completed	Cost
27th Avenue	Twin Peaks Road to New River Road	Roadway Construction	April 30, 2003	\$194,539
56th Street	Carefree Highway	Intersection improvement	April 18, 2003	\$158,631
Deer Valley Road Bridge	New River	Bridge/Roadway Construction	April 25, 2003	\$3,374,117
Loop 303	McDowell Road to Indian School Road	Roadway Construction	May 5, 2002	\$2,321,734
PM-10 Roads	Phase 2	Roadway Construction	N/A	\$2,142,078
Power Road Bridge	Queen Creek Wash	Bridge/Roadway Construction	February 10, 2003	\$1,418,000

Table 3. TIP Projects Completed During Fiscal Year 2003

TIP Projects Rescheduled During Fiscal Year 2003

Project Name	Project Limits	Rescheduled From/To	Reason
MC85	Cotton Lane to Estrella Parkway	2005 / 2008	Development not there yet.
McQueen Road	Queen Creek Road to Pecos Rd	2006 / 2005	Accelerated for L202 connection. Chandler request.
Queen Creek Road	Arizona Avenue to McQueen Road	2006 / 2007	Deferred to accommodate above acceleration.

Table 4. TIP Projects Rescheduled During Fiscal Year 2003



Completed TIP Project Support (IGA Reimbursements/Payments)

Project Name	Project Limit	Work Order	Type of Support	2004	2005	2006	2007	2008
115th Avenue Bridge	Gila River	68832	Reimbursement to MCDOT	(\$523)	(\$523)	(\$523)	(\$523)	(\$523)
Bush Highway	McKellips Rd. to McDowell Rd.	68261	IGA Payment to City of Mesa	\$719	\$0	\$0	\$0	\$0
Cave Creek Road	Lone Mtn. Rd. to Carefree Hwy.	68834	Reimbursement to MCDOT	(\$46)	(\$46)	(\$46)	(\$46)	\$0
Elliot Road	Val Vista Dr. to Greenfield Rd.	68929	IGA Payments to Town of Gilbert	\$680	\$0	\$400	\$0	\$0
Gilbert Road	Williams Field Rd. to Ray Rd.	68956	IGA Payments to Town of Gilbert	\$300	\$0	\$0	\$0	\$0
Laveen Area Conveyance Channel	N/A	69036	IGA Payment to FCDMC	\$500	\$0	\$0	\$0	\$0
Lindsay Road	Williams Field Rd. to Ray Rd.	68997	IGA Payment to Town of Gilbert	\$0	\$2,600	\$0	\$0	\$0
Ray Road	Lindsay Rd. to Greenfield Rd.	68919	IGA Payment to Town of Gilbert	\$0	\$0	\$550	\$0	\$0
Riggs Road	Arizona Ave. to Gilbert Rd.	68998	IGA Payment to City of Chandler	\$4,500	\$0	\$0	\$0	\$0
Warner Road	Lindsay Rd. to Greenfield Rd.	68404	IGA Payment to Town of Gilbert	\$530	\$0	\$1,450	\$0	\$0

Table 5. Completed TIP Project Support

Thousands of Dollars



• TIP PROJECT SCHEDULES, LISTINGS, AND MAPS

The TIP project schedules on the following pages represent estimated schedules by major activity:

- Design – including Design Concept Reports and preliminary engineering design;
- Right-of-way including acquisition of land and/or legal access to land; and
- Construction – including utility relocation, environmental considerations and actual construction.
- Intergovernmental Agreement Payment – The time frame when MCDOT must pay for their contractual agreement concerning the joint funding of a project.

These project schedules reflect the earliest possible schedule per major activity. It is MCDOT policy to rush all projects to construction. Funds will be programmed on a “first ready, first fund” basis subject to funding availability.

TIP Project Listings and Maps

The following pages list projects planned for fiscal years 2004-2008. A brief description, map, and financial information describe each project location. All projects are listed in alphabetical order.



Page	Project	FY2004			FY2005			FY2006			FY2007			FY2008		
57	51st Avenue (S. of Elliot Road to Dobbins Road)															
58	51st Avenue (Broadway Road to Baseline Road)					★										
59	67th Avenue (Pinnacle Peak Road to Happy Valley Road)															
60	75th Avenue (MC85 to Van Buren Street)					★			★							
61	83rd Avenue (Northern Avenue to Olive Avenue)															
62	87th Avenue (Deer Valley Road to Williams Drive)					★										
63	Alma School Road (at Salt River)															
64	Alma School Road (McLellan Road to McKellips Road)															
65	Bell Road (at RH Johnson Boulevard)															
66	Bell Road (SR303 to L101)															
67	Brown Road (Ellsworth Road to Crismon Road)															
68	Bush Highway (McKellips Road to McDowell Road)					★										
69	Bush Highway (Usery Pass Road to Stewart Mtn Dam Road)															
70	Cave Creek Road (Lone Mtn Road to Carefree Highway)					★			★			★				
71	Chandler Heights Road Bridge (at Sonoqui wash)															
72	Chandler Heights Road Bridge (at Eastern Canal)															
73	Deer Valley Road (91st Avenue to 83rd Avenue)															

..... Right-of-Way - - - - Design ——— Construction ★ IGA Payment/Reimbursement

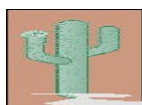


Table 6. TIP Project Schedules by Major Activities

Page	Project	FY2004				FY2005				FY2006				FY2007				FY2008			
74	El Mirage Road (Beardsley Road to Loop 303)	•	•	•	•	•	•														
75	El Mirage Road (Bell Road to Beardsley Road)	•	•	•	•	•	•														
76	Elliot Road (Val Vista Drive to Greenfield Road)			★							★										
77	Ellsworth Road (Germann Road to Baseline Road)	•	•	•	★	•		★													
78	Ellsworth Road (University Drive to McLellan Road)			★				★													
79	Gilbert Road (McDowell Road to SR87)													★							
80	Gilbert Road (Williams Field Road to Ray Road)			★																	
81	Jackrabbit Trail (Yuma Road to Thomas Road)	■	■	■	■	■															
82	Lindsay Road (Williams Field Road to Ray Road)							★													
83	Loop 303 (I-10 to US60)	■	■	■	■	■															
84	Loop 303 (Indian School Road to Camelback Road)									■	■	■	■	■	■	■					
85	Loop 303 (Camelback Road to Bethany Home Road)									■	■	■	■	■	■	■					
86	Loop 303 (Bethany Home Road to Glendale Road)									■	■	■	■	■	■	■					
87	Loop 303 (Cactus Road to Waddell Road)													■	■	■	■				
88	Loop 303 (Waddell Road to Greenway Road)													■	■	■	■				
89	Loop 303 (Greenway Road to Bell Road)													■	■	■	■				
90	MC85 (107th Avenue to 91st Avenue)	■	■	■	■	■	■	■	■	■				■	■	■	■				

• • • • Right-of-Way ■ ■ ■ Design ■ Construction ★ IGA Payment/Reimbursement



Page	Project	FY2004				FY2005				FY2006				FY2007				FY2008			
91	MC85 (91st Avenue to 75th Avenue)	■	■	■	■	■				●	●	●	●					■	■	■	■
92	MC85 (Airport Road to Jackrabbit Trail)	■	■	■	■	■															
93	MC85 (Bullard Wash to Litchfield Road)								★												
94	MC85 (Cotton Lane to Estrella Parkway)																	■	■	■	■
95	MC85 (El Mirage Road to 155th Avenue)	■	■	■	■	■															
96	MC85 (Jackrabbit Trail to Perryville Road)													■	■	■	■	■			
97	MC85 (Perryville Road to Cotton Lane)													■	■	■	■	■			
98	McDowell Mountain Road (Shoulder widening)									■	■	■	■								
99	McQueen Road (Queen Creek Road to Pecos Road)	●	●	●	●	●	●	■	■	■	■	■	■								
100	Meridian Road (Hunt Highway to Baseline Road)	■	■	■	■	■															
101	Ocotillo Road (Basha Road to Arizona Avenue)	■	■	■	■	■															
102	Ocotillo Road (Power Road to Alma School Road)	■	■	■	■	■															
103	Old US80 Bridge (at Hassayampa River)						■	■	■	■	■	■	■								
104	Pinnacle Peak Road (Lake Pleasant Road to 83rd Avenue)	■	■	■	■	■															
105	PM10 (Phase 3-NE)	■	■	■	■	■															
106	PM10 (Phase 3-SE)	■	■	■	■	■															
107	PM10 (Phase 3-SW)	■	■	■	■	■															

● ● ● ● Right-of-Way ■ ■ ■ Design ■ ■ ■ Construction ★ IGA Payment/Reimbursement



Page	Project	FY2004	FY2005			FY2006			FY2007			FY2008		
108	PM10 (Phase 4-NE)	■	■	■	■	■								
109	PM10 (Phase 4-SE)	■	■	■	■	■								
110	PM10 (Phase 4-SW)	■	■	■	■	■								
111	PM10 (12th Street– Circle Mtn Rd to Tonto Natl. Forest)													
112	PM10 (Box Bar Road to Needle Rock Road)													
113	PM10 (Carver Road—51st Ave to 43rd Ave)													
114	PM10 (Circle Mtn Rd– 13th Ave to New River Rd)													
115	PM10 (McNeil Road)													
116	PM10 (Patrick Lane - 81st Ave to 79th Ave)													
117	PM10 (Saddle Mtn Rd- New River Rd to 12th St)													
118	Power Road (Guadalupe Road to Baseline Road)							● ● ● ● ● ● ●						
119	Power Road (Pecos Road to Williams Field Road)	■	■	■	■	■								
120	Power Road (Williams Field Road to Ray Road)	■	■	■	■	■								
121	Queen Creek Road Culvert (at Eastern Canal)	■	■	■	■	■								
122	Queen Creek Road (Arizona Avenue to McQueen Road)	● ● ● ● ● ● ●						★					■	
123	Ray Road (Bullmoose Road to Dobson Road)	★												
124	Ray Road (Lindsay Road to Greenfield Road)							★						

● ● ● ● Right-of-Way ■ ■ ■ Design — Construction ★ IGA Payment/Reimbursement



Page	Project	FY2004			FY2005			FY2006			FY2007			FY2008		
125	Riggs Road (I-10 to Price Road)	—————														
126	Riggs Road (Arizona Avenue to Gilbert Road)	★														
127	Val Vista Drive (Ray Road to Warner Road)	★						★								
128	Warner Road (Lindsay Road to Greenfield Road)	★						★								
129	Williams Field Road (Gilbert Road to Lindsay Road)							★								
130	Williams Field Road (at Higley Road)				-----											

..... Right-of-Way
 ■ ■ ■ Design
 ——— Construction
 ★ IGA Payment/Reimbursement



Map Reference: SW-1

Description: This project will widen 51st Avenue beginning south of Elliot Road from a two lane major arterial to a three lane major arterial south of Dobbins by the addition of a continuous left turn lane.

Key Issues:

- Safety of Laveen residents
- Truck traffic (20%)
- Coordination with all stakeholders
- New housing development and increases in traffic volume
- Project on hold due to City of Phoenix's request to take the design lead

Project Manager: Nariman Zadeh

Work Order: 68913

District: 5

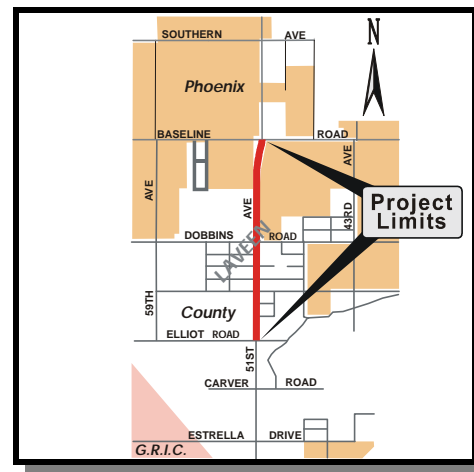
Length: 2 miles

IGA Partnerships: The City of Phoenix

Estimated Construction Date: 2005

Detour (Road Closures): No detours anticipated.

Right-of-Way: Additional right-of-way will be required.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$16	\$16	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$812	\$700	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$32	\$32	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$500	\$0	\$500	\$0	\$0	\$0	\$0	\$500
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$950	\$0	\$0	\$0	\$950	\$0	\$0	\$0
MCDOT Labor	\$616	\$551	\$5	\$5	\$5	\$0	\$0	\$15
Project Total	\$2,926	\$1,299	\$505	\$5	\$955	\$0	\$0	\$1,465
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,926	\$1,299	\$505	\$5	\$955	\$0	\$0	\$1,465

Project expenditures in thousands.



Description: This project will widen the existing two lane roadway to a four lane roadway with a raised median. MCDOT has executed an IGA with the City of Phoenix in which the city will redesign 51st Avenue to City standards and construct the same.

Key Issues:

- Utility relocation.
- Coordination with the 51st Avenue project south of Baseline and with SRP relocation design.
- Relocation of 51st Avenue centerline.

Project Manager: Thomas Larson

Work Order: 68943

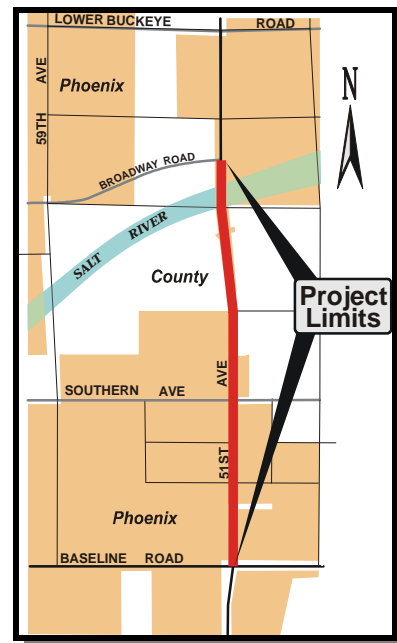
District: 5

Length: 3 miles

IGA Partnerships: The City of Phoenix & FCDMC

Estimated Construction Date: 2005

Detour (Road Closures): No detours anticipated.



Right-of-Way: The existing right-of-way is 73'. 150'-175' will be needed to complete the project.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$551	\$399	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$766	\$761	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$532	\$532	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$2,945	\$0	\$0	\$2,945	\$0	\$0	\$0	\$2,945
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$254	\$236	\$1	\$1	\$0	\$0	\$0	\$2
Project Total	\$5,053	\$1,933	\$1	\$2,946	\$0	\$0	\$0	\$2,947
Reimbursements	(\$120)	(\$120)	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,933	\$1,813	\$1	\$2,946	\$0	\$0	\$0	\$2,947

Project expenditures in thousands.



Map Reference: NE-3

Description:

The purpose of this project is to develop a design concept report to establish design parameters for widening the roadway for the traveling public so that right-of-way and roadway needs can be identified and planned, and accurate cost estimates can be made for increasing the capacity and safety of the roadway.

Key Issues:

- City of Peoria and City of Phoenix partnerships.
- Alleviate bottlenecking.

Project Manager:

Engineering

Work Order:

69052

District:

4

Length:

1.1 miles

IGA Partnerships:

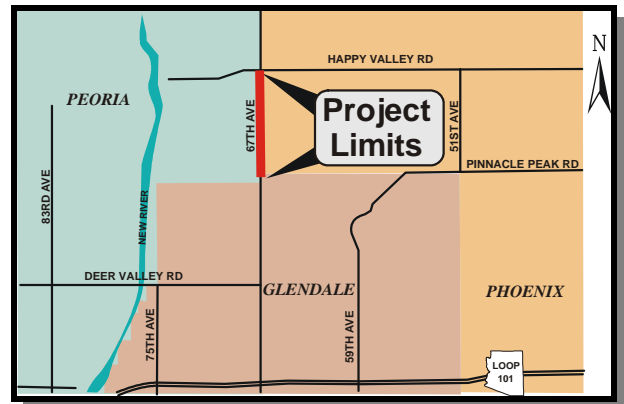
None

Estimated Construction Date:

This project is funded for Design Concept Report only.

Detour (Road Closures):

N/A



Right-of-Way:

Additional right-of-way will be acquired if necessary.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$70	\$0	\$0	\$0	\$70	\$0	\$0	\$70
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$10	\$0	\$5	\$5	\$20	\$0	\$0	\$30
Project Total	\$80	\$0	\$5	\$5	\$90	\$0	\$0	\$100
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$80	\$0	\$5	\$5	\$90	\$0	\$0	\$100

Project expenditures in thousands.



Description: This project will result in design plans for the reconstruction of 75th Avenue from two lanes to five lanes, including a continuous left-turn lane. It also includes possible utility relocations and upgrades to the Southern Pacific Railroad crossing.

Key Issues:

- Utilities
- Irrigation
- Bridge reconstruction
- Railroad crossing upgrade
- Coordination with other agencies

Project Manager: Sami Ayoub

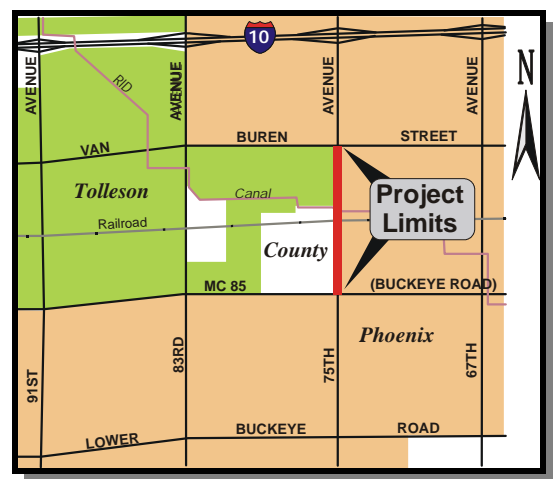
Work Order: 68986

District: 5

Length: 1 mile

IGA Partnerships: The City of Phoenix

Estimated Construction Date: This project is currently funded for design only.



Detour (Road Closures): No detours are anticipated.

Right-of-Way: Minor right-of-way will be required in addition to the existing 66'-110' of width.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$390	\$277	\$185	\$0	\$0	\$0	\$0	\$185
Right-of-Way	\$247	\$0	\$247	\$0	\$0	\$0	\$0	\$247
Environmental	\$26	\$9	\$17	\$0	\$0	\$0	\$0	\$17
Utilities	\$250	\$0	\$250	\$0	\$0	\$0	\$0	\$250
IGA Payments	\$300	\$0	\$0	\$300	\$0	\$0	\$0	\$300
Construction	\$2,495	\$0	\$0	\$0	\$2,270	\$225	\$0	\$0
MCDOT Labor	\$166	\$91	\$30	\$20	\$20	\$5	\$0	\$75
Project Total	\$3,874	\$377	\$729	\$320	\$2,290	\$230	\$0	\$3,569
Reimbursements	(\$1,155)	\$0	\$0	\$0	(\$1,155)	\$0	\$0	(\$1,155)
MCDOT Net Cost	\$2,719	\$377	\$729	\$320	\$1,135	\$230	\$0	\$2,414

Project expenditures in thousands.



Map Reference: NW-5

Description: The purpose of this project is to widen 83rd Avenue for the traveling public from two travel lanes to four travel lanes with a center left turn lane to reduce congestion and increase safety.

Key Issues:

- Construction is contingent upon finalization of an intergovernmental agreement with the City of Peoria for financial participation in construction and assuming maintenance responsibilities for 83rd Avenue.

Project Manager: Engineering

Work Order: 68972

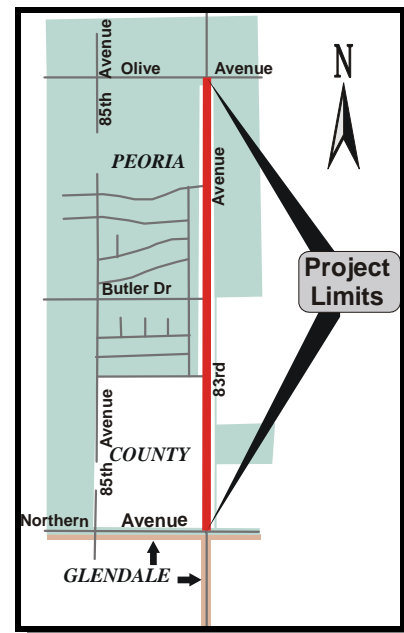
District: 4

Length: 1 mile

IGA Partnerships: None

Estimated Construction Date: 2007

Detour (Road Closures): None anticipated



Right-of-Way: Additional right-of-way will be acquired if necessary.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$165	\$145	\$0	\$0	\$0	\$20	\$0	\$20
Right-of-Way	\$217	\$207	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$21	\$21	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$355	\$41	\$0	\$0	\$314	\$0	\$0	\$314
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,100	\$0	\$0	\$0	\$0	\$2,100	\$0	\$0
MCDOT Labor	\$242	\$202	\$5	\$5	\$10	\$20	\$0	\$40
Project Total	\$3,100	\$616	\$5	\$5	\$324	\$2,140	\$0	\$2,474
Reimbursements	(\$1,400)	\$0	\$0	\$0	(\$1,400)	\$0	\$0	(\$1,400)
MCDOT Net Cost	\$1,700	\$616	\$5	\$5	(\$1,076)	\$2,140	\$0	\$1,074

Project expenditures in thousands.



Map Reference: NW-6

Description:

This is a pavement and drainage improvement project. FCDMC studies indicate a need for an area solution requiring participation of residents, FCDMC and the City of Peoria. A regional DCR will be developed in 2004. The direction and scope of this project will be determined based upon the recommendations in the DCR.

Key Issues:

- Flooding of the 87th Avenue project area within the county right-of-way and Deer Valley Road is being studied by FCDMC.
- Citizen concern about the speed of traffic, City of Peoria annexation, and roadway improvements.
- FCDMC Master Drainage Study results.

Project Manager:

Thomas Larson

Work Order:

68961

District:

4

Length:

1/2 mile

IGA Partnerships:

Flood Control District (MCFCD)

Estimated

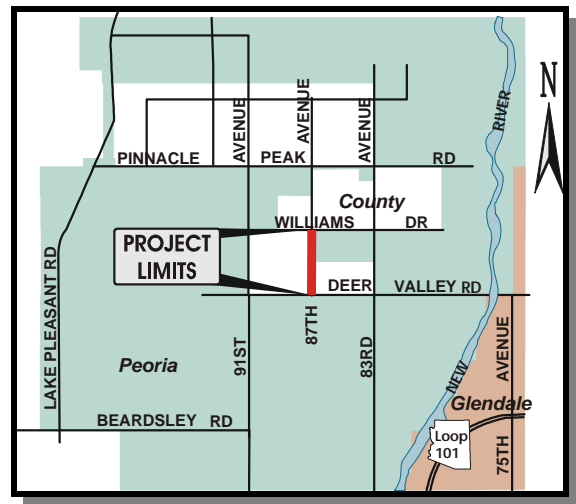
Construction Date:

2005

Detour

(Road Closures):

No detours are anticipated.



Right-of-Way:

Right-of-way will be acquired at the NW corner of 87th Avenue and Deer Valley Road.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$88	\$41	\$47	\$0	\$0	\$0	\$0	\$47
Right-of-Way	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$50
Environmental	\$13	\$5	\$8	\$0	\$0	\$0	\$0	\$8
Utilities	\$100	\$0	\$100	\$0	\$0	\$0	\$0	\$100
IGA Payments	\$125	\$0	\$0	\$125	\$0	\$0	\$0	\$125
Construction	\$500	\$0	\$0	\$500	\$0	\$0	\$0	\$0
MCDOT Labor	\$59	\$29	\$10	\$10	\$0	\$0	\$0	\$20
Project Total	\$935	\$75	\$215	\$635	\$0	\$0	\$0	\$850
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$935	\$75	\$215	\$635	\$0	\$0	\$0	\$850

Project expenditures in thousands.



Description:

This project will redesign the existing grade control structure which is needed to protect the Alma School Bridge foundations from floodwater eroding the soil. This project will involve the replacement of an existing structure.

Key Issues:

- Acquiring access, temporary construction easements and new right-of-way from Salt River Pima-Maricopa Indian Community.
- Design for full depth of the downstream head cut caused by unregulated mining in the riverbed.

Project Manager:

Andrzej Wojakiewicz

Work Order:

80408

District:

2

Length:

Approximately 940 feet

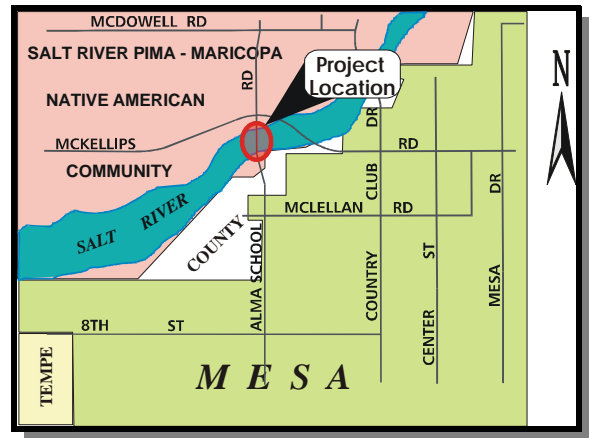
IGA Partnerships:

None

Estimated

Construction Date:

FY 2004-2005



Detour

(Road Closures):

No detours are anticipated.

Right-of-Way:

A 73' wide strip of right-of-way along the width of the river will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$91	\$91	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$95	\$95	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$6	\$6	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$3,680	\$0	\$0	\$2,597	\$1,083	\$0	\$0	\$0
MCDOT Labor	\$58	\$38	\$5	\$5	\$5	\$0	\$0	\$15
Project Total	\$3,930	\$230	\$5	\$2,602	\$1,088	\$0	\$0	\$3,695
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$3,930	\$230	\$5	\$2,602	\$1,088	\$0	\$0	\$3,695

Project expenditures in thousands.



Map Reference: SW-8

Description: This project will widen the south bridge over the Salt River on Alma School Road from McLellan Road to the north bridge. This project will consist of an expansion and overhaul of the existing structure.

Key Issues:

- Coordination with the Salt River Pima-Maricopa Indian Community.
- Scour protection of existing bridge.
- Coordination with all stakeholders.

Project Manager: Andrzej Wojakiewicz

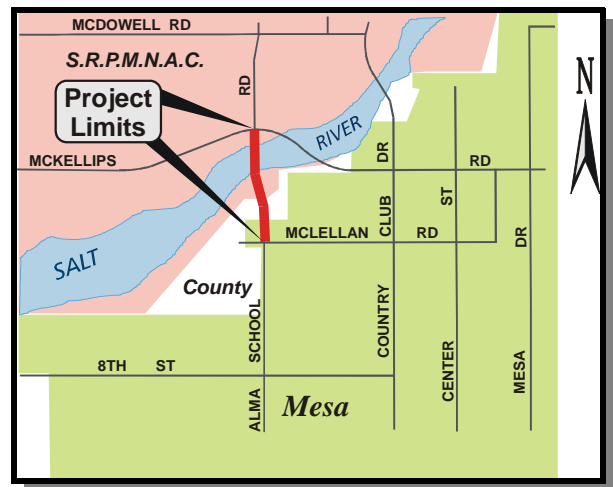
Work Order: 68931

District: 2

Length: .75 mile

IGA Partnerships: None

Estimated Construction Date: 2004



Detour (Road Closures): No detours are anticipated

Right-of-Way: Additional right-of-way will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$395	\$374	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$320	\$320	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,972	\$0	\$0	\$1,972	\$0	\$0	\$0	\$0
MCDOT Labor	\$129	\$95	\$5	\$24	\$0	\$0	\$0	\$29
Project Total	\$2,818	\$791	\$5	\$1,996	\$0	\$0	\$0	\$2,001
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,818	\$791	\$5	\$1,996	\$0	\$0	\$0	\$2,001

Project expenditures in thousands.



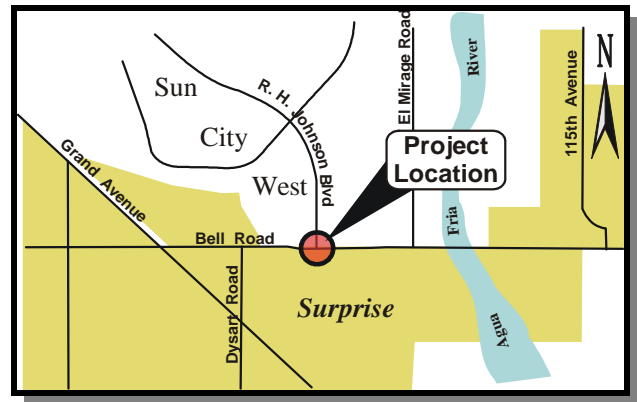
Map Reference: NW-9

Description: The purpose of this project is to design a dedicated westbound right-turn lane on Bell Road to accommodate the heavy right turn movement from Bell Road at RH Johnson Boulevard.

Key Issues:

- Reconfiguration of channel and box culverts.
- Relocation of traffic signal.
- Relocation of utilities.

Project Manager: Samir Hatab
Work Order: 69041
District: 4
Length: 600 feet
IGA Partnerships: City of Surprise



Estimated Construction Date: Project is budgeted for design only.

Detour (Road Closures): N/A

Right-of-Way: Additional right-of-way will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$100	\$0	\$10	\$0	\$0	\$0	\$0	\$10
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$5	\$0	\$5	\$0	\$0	\$0	\$0	\$5
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$164	\$16	\$80	\$10	\$0	\$0	\$0	\$90
Project Total	\$269	\$16	\$95	\$10	\$0	\$0	\$0	\$105
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$269	\$16	\$95	\$10	\$0	\$0	\$0	\$105

Project expenditures in thousands.



Description:

The purpose of this project is to install Intelligent Transportation System instrumentation such as vehicle detection systems (VDS), closed circuit TV, changeable message signs and communication so that MCDOT can better manage the seasonal and day to day variations of traffic on Bell Road.

Key Issues:

- Design and install fiber optic backbone, CCTV and CMS.
- Integrate the installed instruments into MCDOT signal system.
- Cooperation with adjoining jurisdictions.

Project Manager:

Yogesh Mantri

Work Order:

12590

District:

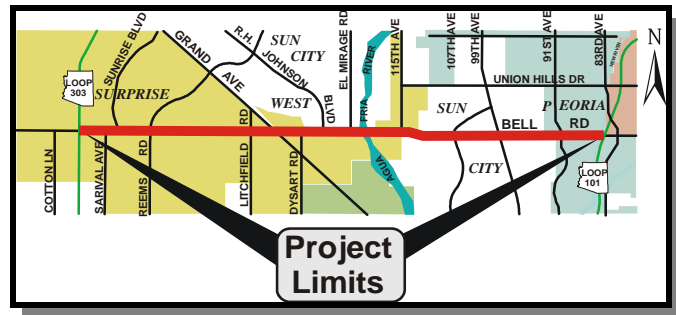
4

Length:

10 miles

IGA Partnerships:

City of Peoria
City of Surprise



Estimated

Construction Date: 2004

Detour

(Road Closures): None anticipated

Right-of-Way:

N/A

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$215	\$0	\$215	\$0	\$0	\$0	\$0	\$215
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,070	\$0	\$785	\$285	\$0	\$0	\$0	\$0
MCDOT Labor	\$20	\$0	\$10	\$10	\$0	\$0	\$0	\$20
Project Total	\$1,305	\$0	\$1,010	\$295	\$0	\$0	\$0	\$1,305
Reimbursements	(\$1,111)	\$0	(\$336)	(\$775)	\$0	\$0	\$0	(\$1,111)
MCDOT Net Cost	\$194	\$0	\$674	(\$480)	\$0	\$0	\$0	\$194

Project expenditures in thousands.



Map Reference: SE-11

Description:

The purpose of this project is to complete the design for widening the road from two to four lanes for the traveling public so that right-of-way and roadway needs can be identified and planned and accurate cost estimates can be made for increasing the capacity and safety of the roadway.

Key Issues:

- Resizing several existing cross road drainage pipes
- Relocation of overhead 12 Kv power lines
- Replacing the existing lattice suspension tower

Project Manager:

Nariman Zadeh

Work Order:

69044

District:

2

Length:

0.8 mile

IGA Partnerships:

None

Estimated

Construction Date:

This project is funded for design only.

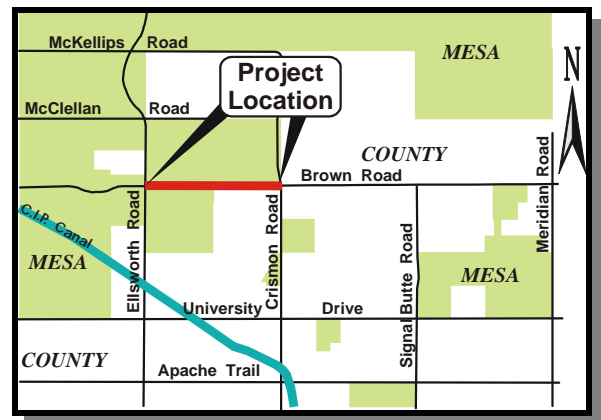
Detour

(Road Closures):

None anticipated

Right-of-Way:

Additional right-of-way may be required.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$120	\$70	\$50	\$0	\$0	\$0	\$0	\$50
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$250	\$3	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$380	\$73	\$55	\$0	\$0	\$0	\$0	\$55
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$380	\$73	\$55	\$0	\$0	\$0	\$0	\$55

Project expenditures in thousands.



Description: This project will upgrade the existing four lanes to six lanes. The project will result in the expansion and overhaul of an existing structure.

Key Issues:

- City of Mesa is the lead on this project.
- City of Mesa schedule for construction.

Project Manager: Richard Bohan

Work Order: 68261

District: 2

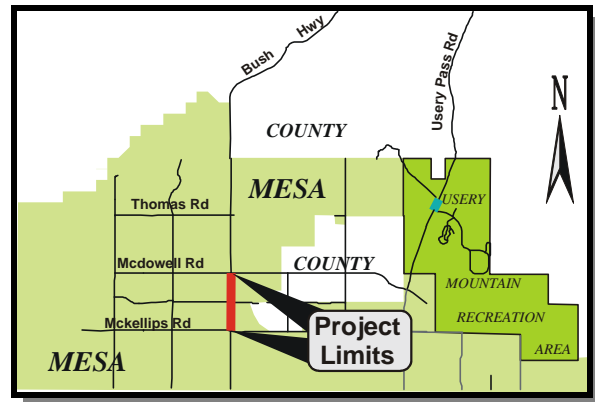
Length: 1 mile

IGA Partnerships: City of Mesa

Estimated Construction Date: 2004

Detour (Road Closures): The road will remain open during construction.

Right-of-Way: City of Mesa will determine the required right-of-way.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$717	\$0	\$717	\$0	\$0	\$0	\$0	\$717
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$2	\$0	\$2	\$0	\$0	\$0	\$0	\$2
Project Total	\$719	\$0	\$719	\$0	\$0	\$0	\$0	\$719
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$719	\$0	\$719	\$0	\$0	\$0	\$0	\$719

Project expenditures in thousands.



Map Reference: NE-13

Description: The purpose of this project is to pave the shoulders to add bicycle lanes for the safety of both bicyclists and motorists.

Key Issues:

Project Manager: Engineering

Work Order: 69050

District: 2

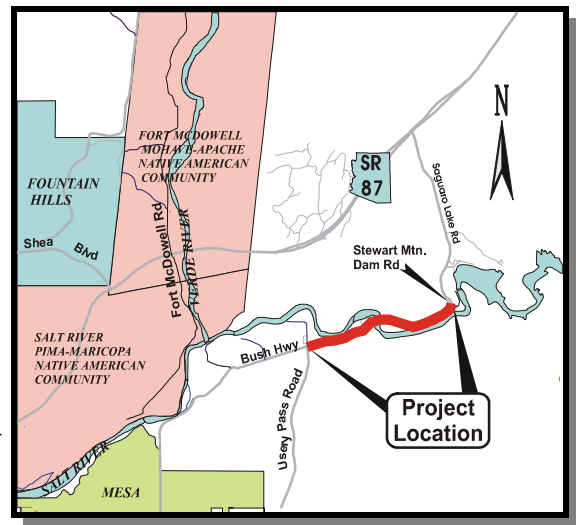
Length: 4.5 miles

IGA Partnerships: None.

Estimated Construction Date: This project is funded for design only.

Detour (Road Closures): None anticipated.

Right-of-Way: N/A



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$200	\$0	\$0	\$200	\$0	\$0	\$0	\$200
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$60	\$0	\$1	\$25	\$10	\$0	\$0	\$36
Project Total	\$260	\$0	\$1	\$225	\$10	\$0	\$0	\$236
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$260	\$0	\$1	\$225	\$10	\$0	\$0	\$236

Project expenditures in thousands.



Map Reference: NE-14

Description: The City of Phoenix is responsible for the design and construction of this project. To date, MCDOT has contributed \$170,000 for design and \$4,748,00 for construction.

Key Issues:

- Monitor IGA compliance.
- The reimbursements are from the Town of Cave Creek as MCDOT paid Cave Creek's share of the project through an IGA.

Project Manager: Max Hamlin

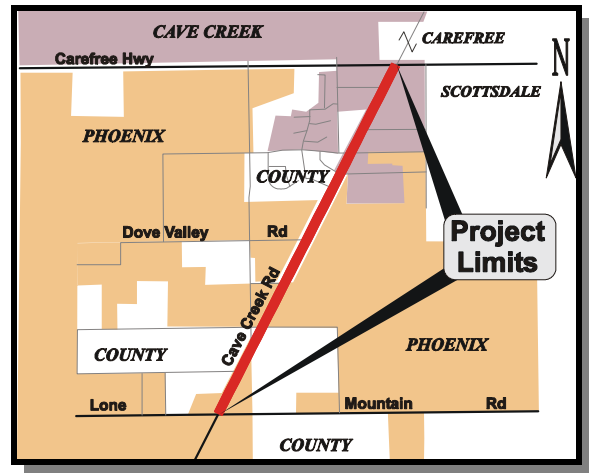
Work Order: 68834

District: 3

Length: N/A

IGA Partnerships: The City of Phoenix and The Town of Cave Creek

Estimated Construction Date: Complete.



Detour (Road Closures): N/A

Right-of-Way: MCDOT acquired the needed right-of-way.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$882	\$849	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$4,761	\$4,761	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$8	\$4	\$1	\$1	\$1	\$1	\$0	\$4
Project Total	\$5,651	\$5,614	\$1	\$1	\$1	\$1	\$0	\$4
Reimbursements	(\$276)	(\$92)	(\$46)	(\$46)	(\$46)	(\$46)	\$0	(\$184)
MCDOT Net Cost	\$5,375	\$5,522	(\$45)	(\$45)	(\$45)	(\$45)	\$0	(\$180)

Project expenditures in thousands.



Map Reference: SE-15

Description: This project is to design a five lane bridge (68' wide) over Sonoqui Wash, replacing an existing un-bridged (dip) crossing.

Key Issues:

- The Town of Queen Creek and the Flood Control District of Maricopa County will participate in the construction funding.

Project Manager: Andrzej Wojakiewicz

Work Order: 69026

District: 1

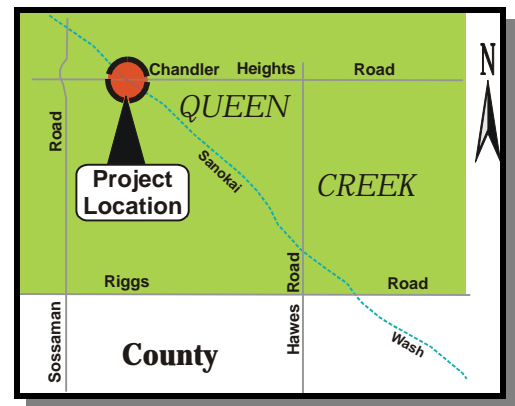
Length: 0.5 mile

IGA Partnerships: Possible partnering with the Town of Queen Creek and FCDMC.

Estimated Construction Date: This project is funded for design only.

Detour (Road Closures): No detours are anticipated.

Right-of-Way: N/A



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$211	\$67	\$20	\$20	\$0	\$0	\$0	\$40
Project Total	\$341	\$67	\$20	\$20	\$0	\$0	\$0	\$40
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$341	\$67	\$20	\$20	\$0	\$0	\$0	\$40

Project expenditures in thousands.



Map Reference: SE-16

Description: This project is to design a box culvert that will replace the existing inadequate pipe to allow future widening of the road.

Key Issues:

- Construction must be done quickly during the annual canal dry-up period.

Project Manager: Andrej Wojakiewicz

Work Order: 68975

District: 1

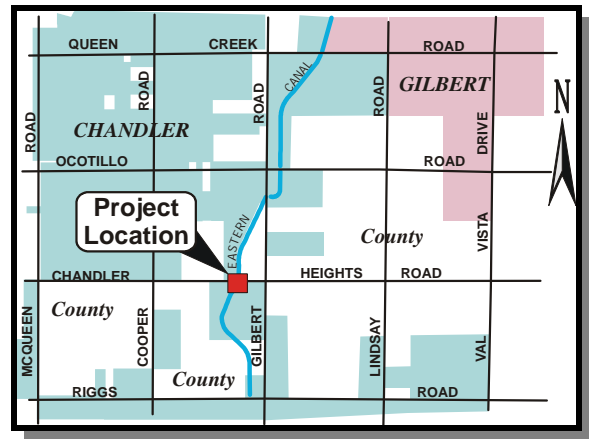
Length: Spot improvements

IGA Partnerships: The City of Chandler

Estimated Construction Date: 2006

Detour (Road Closures): Road closure will be needed.

Right-of-Way: Additional right-of-way on both sides of Chandler Heights Road will be needed.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$6	\$1	\$0	\$0	\$5	\$0	\$0	\$5
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$201	\$0	\$0	\$0	\$201	\$0	\$0	\$0
MCDOT Labor	\$47	\$30	\$1	\$1	\$17	\$0	\$0	\$19
Project Total	\$254	\$31	\$1	\$1	\$223	\$0	\$0	\$225
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$254	\$31	\$1	\$1	\$223	\$0	\$0	\$225

Project expenditures in thousands.



Description: The purpose of this project is to develop a design concept report to study the widening of the road for project designers.

Key Issues:

- Roadway drainage.
- Formation of partnerships.

Project Manager: Engineering

Work Order: 69049

District: 4

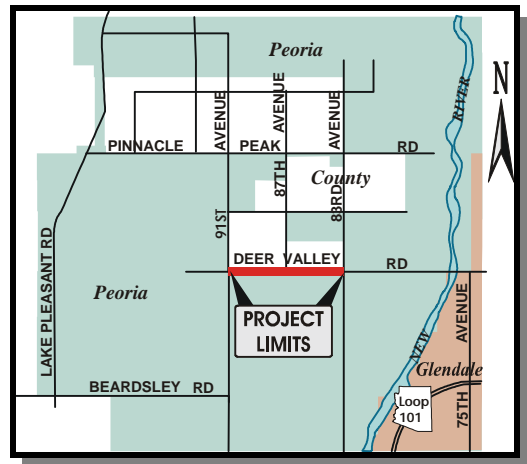
Length: 1 mile

IGA Partnerships: None

Estimated Construction Date: This project is funded for Design Concept Report only.

Detour (Road Closures): N/A

Right-of-Way: Additional right-of-way will be acquired if necessary.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$70	\$0	\$70	\$0	\$0	\$0	\$0	\$70
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$0	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$70	\$0	\$80	\$0	\$0	\$0	\$0	\$80
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$70	\$0	\$80	\$0	\$0	\$0	\$0	\$80

Project expenditures in thousands.



Description: This project will construct a new four lane road between Beardsley Road and the future Loop 303. This project includes drainage and intersection improvements.

Key Issues:

- Neighboring retirement communities.
- Bridge construction.
- Adjacent private developments

Project Manager: Sami Ayoub

Work Order: 68995

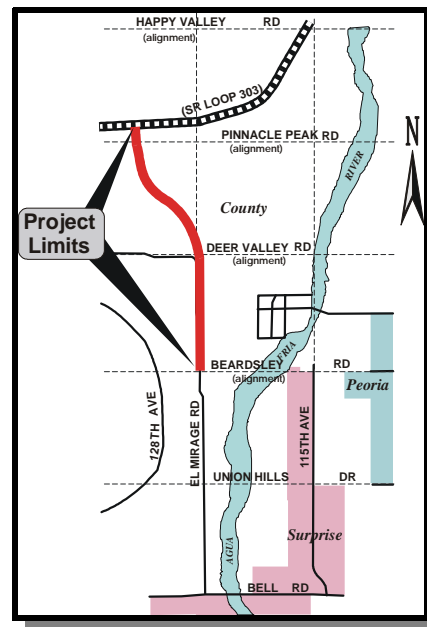
District: 4

Length: 2.2 miles

IGA Partnerships: None

Estimated Construction Date: TBD

Detour (Road Closures): No detours are anticipated.



Right-of-Way: 120'-150' of right-of-way will be required for this project.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$552	\$552	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$1,001	\$1	\$1,000	\$0	\$0	\$0	\$0	\$1,000
Environmental	\$47	\$39	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$25	\$0	\$0	\$25	\$0	\$0	\$0	\$25
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$319	\$134	\$10	\$5	\$0	\$0	\$0	\$15
Project Total	\$1,944	\$726	\$1,010	\$30	\$0	\$0	\$0	\$1,040
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,944	\$726	\$1,010	\$30	\$0	\$0	\$0	\$1,040

Project expenditures in thousands.



Description: This project will construct a new four lane El Mirage Road to meet projected traffic demands. Signalization will be installed on El Mirage Road at Beardsley Road.

Key Issues:

- Neighboring retirement communities.
- Bridge construction.
- Adjacent private developments.

Project Manager: Sami Ayoub

Work Order: 68993

District: 4

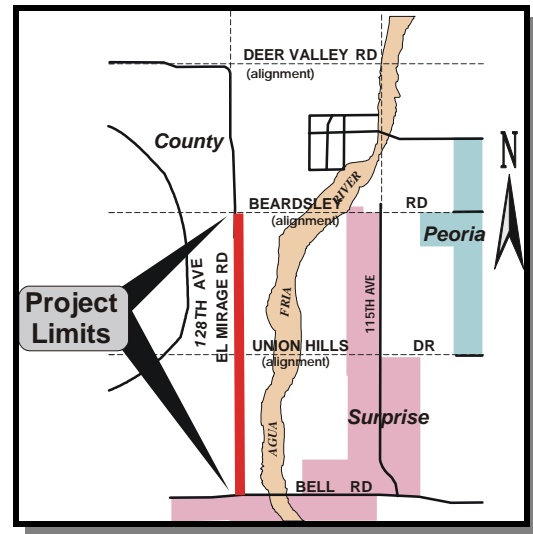
Length: 2.2 miles

IGA Partnerships: None

Estimated Construction Date: TBD

Detour (Road Closures): No detours are anticipated.

Right-of-Way: 120'-150' of right-of-way will be required for this project.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$721	\$510	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$3,000	\$1	\$3,000	\$0	\$0	\$0	\$0	\$3,000
Environmental	\$26	\$26	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$420	\$131	\$35	\$0	\$0	\$0	\$0	\$35
Project Total	\$4,167	\$668	\$3,035	\$0	\$0	\$0	\$0	\$3,035
Reimbursements	(\$3,500)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$667	\$668	\$3,035	\$0	\$0	\$0	\$0	\$3,035

Project expenditures in thousands.



Map Reference: SE-20

Description: This project will widen Elliot Road from two lanes to four lanes. This project involves the expansion and overhaul of an existing structure.

Key Issues:

- The Town of Gilbert is the lead agency.
- MCDOT will pay \$680,000 toward the project costs.

Project Manager: Richard Bohan

Work Order: 68929

District: 2

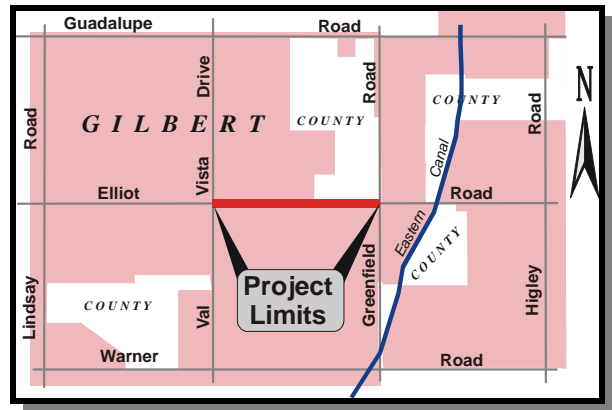
Length: 1 mile

IGA Partnerships: Town of Gilbert

Estimated Construction Date: MCDOT IGA payment
FY 2004

Detour (Road Closures): To be determined.

Right-of-Way: The Town of Gilbert standards for right-of-way.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$1,080	\$0	\$680	\$0	\$400	\$0	\$0	\$1,080
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$1,080	\$0	\$680	\$0	\$400	\$0	\$0	\$1,080
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,080	\$0	\$680	\$0	\$400	\$0	\$0	\$1,080

Project expenditures in thousands.



Map Reference: SE-21

Description:

This project will reconstruct and widen the existing two lane road to provide four travel lanes with a raised center median. The west half of the roadway between Pecos Road and the Powerline Floodway will be constructed with a third travel lane in the southbound direction. The project also includes constructing the Ellsworth Channel component of the East Mesa Area Drainage Master Plan; approximately three miles of open channel.

Key Issues:

- Coordination of road and drainage improvements with proposed residential, commercial and industrial developments.
- Existing roadway profile includes an inverted crown section and several dip crossing.

Project Manager:

Dave DeWeese

Work Order:

68927

District:

1 and 2

Length:

6 miles

IGA Partnerships:

City of Mesa
FCDMC

Estimated

Construction Date:

2005

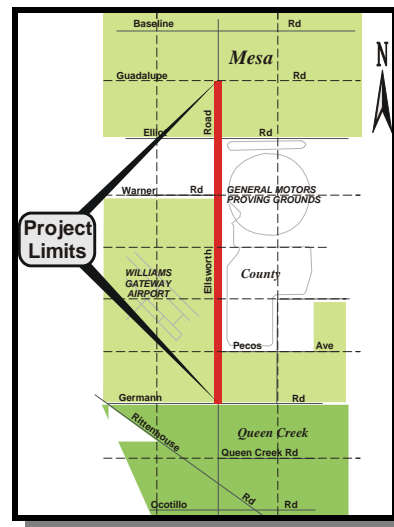
Detour

(Road Closures):

None anticipated

Right-of-Way:

The current total width for the road varies from 100' to 120'. Additional right-of-way will be acquired to provide a total width of 130' and up to 140' at the major intersections. A new drainage easement will be acquired for the channel, ranging from 70' to 200' wide.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$1,913	\$1,830	\$83	\$0	\$0	\$0	\$0	\$83
Right-of-Way	\$2,369	\$1,969	\$400	\$0	\$0	\$0	\$0	\$400
Environmental	\$200	\$26	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$988	\$588	\$400	\$0	\$0	\$0	\$0	\$400
IGA Payments	\$727	\$664	\$63	\$0	\$0	\$0	\$0	\$63
Construction	\$22,345	\$0	\$10,845	\$11,500	\$0	\$0	\$0	\$0
MCDOT Labor	\$471	\$441	\$20	\$10	\$0	\$0	\$0	\$30
Project Total	\$29,013	\$5,518	\$11,811	\$11,510	\$0	\$0	\$0	\$23,321
Reimbursements	(\$16,924)	(\$793)	(\$8,157)	(\$7,974)	\$0	\$0	\$0	(\$16,131)
MCDOT Net Cost	\$12,089	\$4,725	\$3,654	\$3,536	\$0	\$0	\$0	\$7,190

Project expenditures in thousands.



Map Reference: SE-22

Description:

This project will reconstruct and widen the existing two lane road to provide four travel lanes (two in each direction) with a raised center median. Selected segments fronting new residential development will be constructed with a third travel lane in either the north or southbound direction. This project will also reconstruct 1/4 mile of Adobe Road.

Key Issues:

- Traffic signal at Brown Road.
- Storm drain system
- Landscaping

Project Manager:

Dave DeWeese

Work Order:

68902

District:

2

Length:

1.8 miles

IGA Partnerships:

City of Mesa

Estimated

Construction Date:

2005

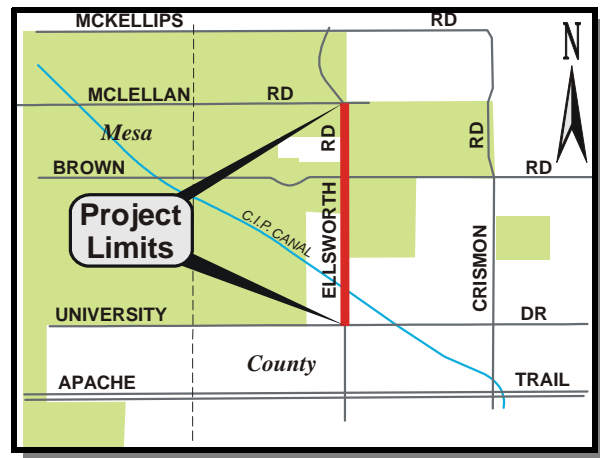
Detour

(Road Closures):

None

Right-of-Way:

No additional right-of-way will be required.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$625	\$432	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$300	\$285	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$276	\$26	\$250	\$0	\$0	\$0	\$0	\$250
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$5,900	\$610	\$1,150	\$4,140	\$0	\$0	\$0	\$0
MCDOT Labor	\$278	\$260	\$8	\$10	\$0	\$0	\$0	\$18
Project Total	\$7,381	\$1,615	\$1,408	\$4,150	\$0	\$0	\$0	\$5,558
Reimbursements	(\$3,159)	\$0	(\$1,580)	(\$1,579)	\$0	\$0	\$0	(\$3,159)
MCDOT Net Cost	\$4,222	\$1,615	(\$172)	\$2,571	\$0	\$0	\$0	\$2,399

Project expenditures in thousands.



Description:

This project consists of the design and construction of a six lane roadway from McDowell Road to Thomas Road. In addition, a two lane northbound roadway will be designed and constructed from Thomas Road to SR 87 through the Salt River bottom and a two lane southbound roadway from SR 87 to Thomas Road using the existing bridge at the Salt River.

Key Issues:

- Environmental issues regarding the proximity of the Salt River.
- Right-of-way on tribal land.
- Forming financial partnerships to extend the project to SR 87 and include widening McDowell Road from Mesa Drive to Gilbert Road to include a sound wall.

Project Manager:

Thomas Larson

Work Order:

68957

District:

2

Length:

2.75 miles

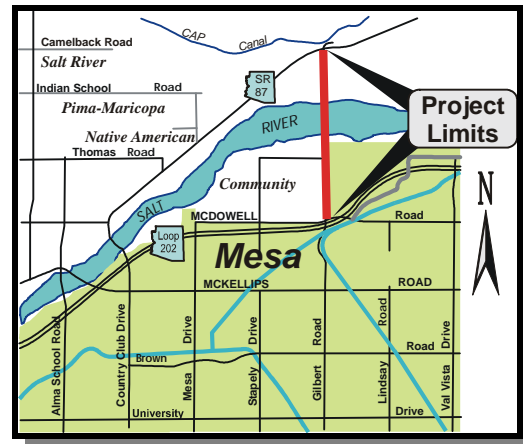
IGA Partnerships:

City of Mesa
MAG
ADOT
SRPMIC

Estimated

Construction Date:

Fall 2003



Detour

(Road Closures):

Construction sequencing will eliminate road closures.

Right-of-Way:

Additional right-of-way (110' from normal) is being purchased from the Salt River Pima-Maricopa Indian Community and home owners on the east side of the road.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$1,891	\$1,726	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$4,260	\$4,963	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$527	\$102	\$0	\$425	\$0	\$0	\$0	\$425
Utilities	\$149	\$14	\$20	\$0	\$0	\$0	\$0	\$20
IGA Payments	\$400	\$0	\$0	\$0	\$0	\$400	\$0	\$400
Construction	\$11,552	\$82	\$5,600	\$5,870	\$0	\$0	\$0	\$0
MCDOT Labor	\$887	\$621	\$81	\$185	\$0	\$0	\$0	\$266
Project Total	\$19,666	\$7,508	\$5,701	\$6,480	\$0	\$400	\$0	\$12,581
Reimbursements	(\$3,021)	(\$521)	\$0	(\$900)	\$0	(\$1,600)	\$0	(\$2,500)
MCDOT Net Cost	\$16,645	\$6,987	\$5,701	\$5,580	\$0	(\$1,200)	\$0	\$10,081

Project expenditures in thousands.



Description: This project will result in the widening of Gilbert Road to six through lanes with a continuous center turn lane.

Key Issues:

- Town of Gilbert is the lead agency

Project Manager: Richard Bohan

Work Order: 68956

District: 1

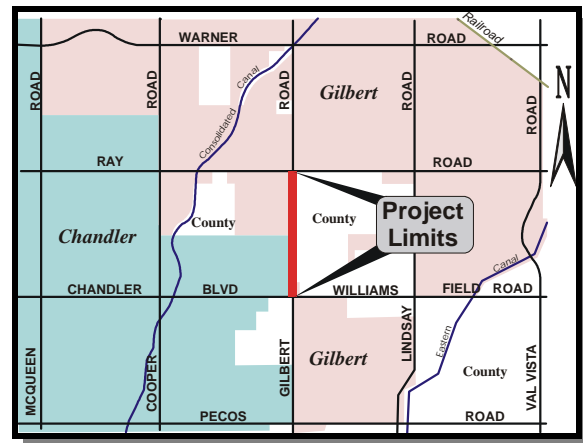
Length: 1 mile

IGA Partnerships: Town of Gilbert

Estimated Construction Date: N/A

Detour (Road Closures): N/A

Right-of-Way: Right-of-way to the Town of Gilbert's standards.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$2,456	\$2,156	\$300	\$0	\$0	\$0	\$0	\$300
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$59	\$38	\$5	\$5	\$0	\$0	\$0	\$10
Project Total	\$2,515	\$2,194	\$305	\$5	\$0	\$0	\$0	\$310
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,515	\$2,194	\$305	\$5	\$0	\$0	\$0	\$310

Project expenditures in thousands.



Map Reference: SW-25

Description: This project is to prepare a design concept report for the widening of the existing two lane road to four lanes with a raised median.

Key Issues:

- Right-of-way delineation and acquisition.
- FCDMC channel along west side.
- RID canal crossing.
- Irrigation and utility conflicts.

Project Manager: Sami Ayoub

Work Order: 69039

District: 4

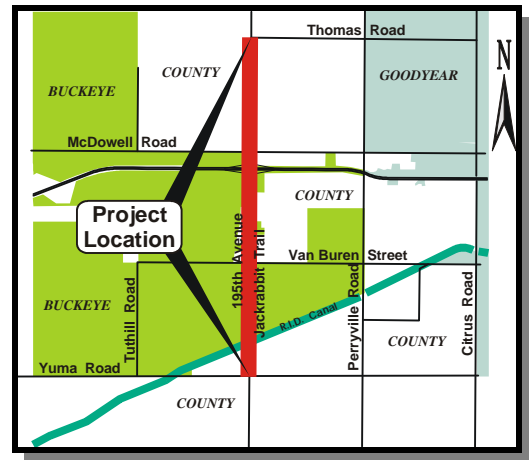
Length: 3 miles

IGA Partnerships: None

Estimated Construction Date: This project is currently funded for Design Concept Report only.

Detour (Road Closures): No detours are anticipated.

Right-of-Way: Additional right-of-way will be required.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$450	\$0	\$150	\$0	\$0	\$0	\$0	\$150
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$91	\$2	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$1,150	\$9	\$50	\$0	\$0	\$0	\$0	\$50
Project Total	\$1,691	\$11	\$200	\$0	\$0	\$0	\$0	\$200
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,691	\$11	\$200	\$0	\$0	\$0	\$0	\$200

Project expenditures in thousands.



Description: This project will construct a five lane section to ease congestion and increase traffic safety. The project involves the expansion and overhaul of an existing structure.

Key Issues:

- The Town of Gilbert will be the lead agency.
- Several SRP and private irrigation channels and associated structures will require relocation or reconstruction.
- Traffic volumes are expected to increase significantly over the next 20 years, creating congestion.

Project Manager: Richard Bohan

Work Order: 68997

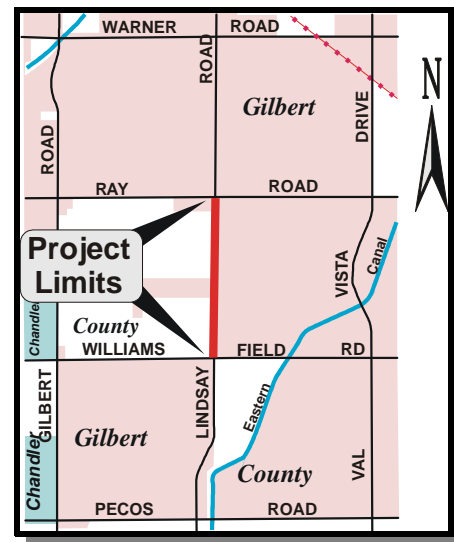
District: 1

Length: 1 mile

IGA Partnerships: An IGA payout to Town of Gilbert planned for FY 2005.

Estimated Construction Date: FY 2004

Detour (Road Closures): N/A



Right-of-Way: Town of Gilbert standards.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$2,600	\$0	\$0	\$2,600	\$0	\$0	\$0	\$2,600
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$4	\$0	\$2	\$2	\$0	\$0	\$0	\$4
Project Total	\$2,604	\$0	\$2	\$2,602	\$0	\$0	\$0	\$2,604
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,604	\$0	\$2	\$2,602	\$0	\$0	\$0	\$2,604

Project expenditures in thousands.



Description: This project is to prepare a Design Concept Report to establish design parameters for the phased construction of the ultimate full controlled access highway.

Key Issues:

- Funding and programming in the TIP.
- Roadway classification at MAG.
- Right-of-way requirements.
- Federal Environmental Assessment and permitting

Project Manager: Sami Ayoub

Work Order: 69016

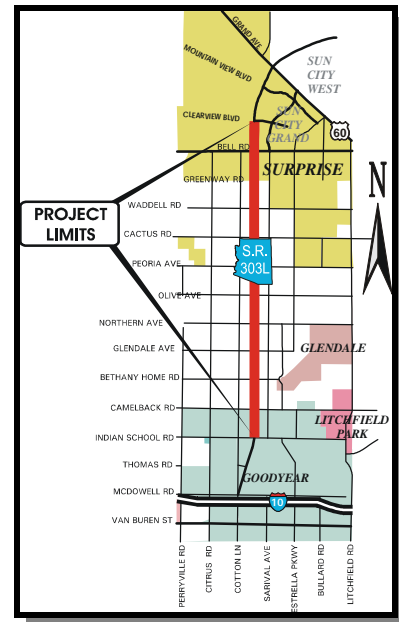
District: 4

Length: 14 miles

IGA Partnerships: ADOT

Estimated Construction Date: This project is currently funded for Design Concept Report only.

Detour (Road Closures): No detours are anticipated.



Right-of-Way: 300' of right-of-way will be needed along the roadway and 600' of right-of-way will be needed at the intersection.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$2,475	\$1,386	\$750	\$0	\$0	\$0	\$0	\$750
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$2,250	\$258	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$4,725	\$1,644	\$755	\$0	\$0	\$0	\$0	\$755
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,725	\$1,644	\$755	\$0	\$0	\$0	\$0	\$755

Project expenditures in thousands.



Map Reference: NW-28

Description: This project is to widen the existing two lane roadway into a four lane divided highway with at-grade signalized intersections when warranted.

Key Issues:

- Funding and programming in the TIP.
- IGA formations with the municipalities.
- Drainage issues.

Project Manager: Engineering

Work Order: 69053

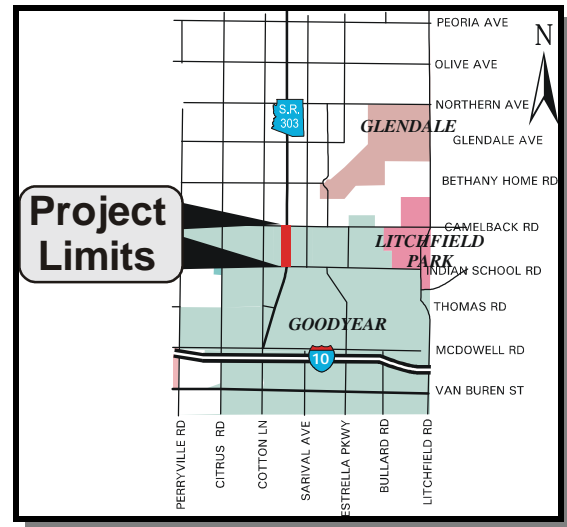
District: 4

Length: 1 mile

IGA Partnerships: None

Estimated Construction Date: 2008

Detour (Road Closures): N/A



Right-of-Way: Additional right-of-way will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$290	\$0	\$0	\$0	\$290	\$0	\$0	\$290
Right-of-Way	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
Environmental	\$10	\$0	\$0	\$0	\$10	\$0	\$0	\$10
Utilities	\$500	\$0	\$0	\$0	\$0	\$500	\$0	\$500
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,200	\$0	\$0	\$0	\$0	\$0	\$2,200	\$2,200
MCDOT Labor	\$95	\$0	\$1	\$4	\$40	\$10	\$40	\$95
Project Total	\$4,095	\$0	\$1	\$4	\$340	\$1,510	\$2,240	\$4,095
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,095	\$0	\$1	\$4	\$340	\$1,510	\$2,240	\$4,095

Project expenditures in thousands.



Map Reference: NW-29

Description: This project is to widen the existing two lane roadway into a four lane divided highway with at-grade signalized intersections when warranted.

Key Issues:

- Funding and programming in the TIP.
- IGA formations with the municipalities.
- Drainage issues.

Project Manager: Engineering

Work Order: 69054

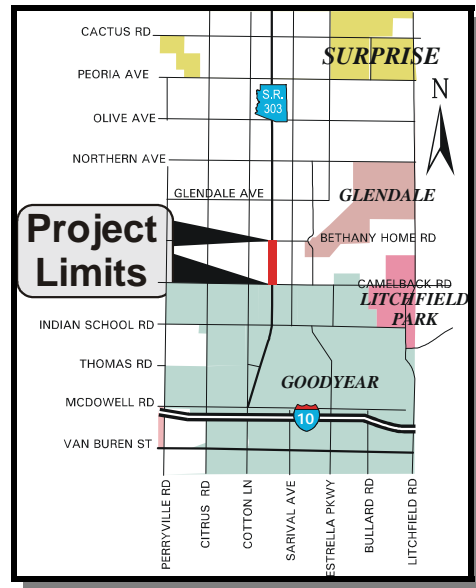
District: 4

Length: 1 mile

IGA Partnerships: None

Estimated Construction Date: 2008

Detour (Road Closures): N/A



Right-of-Way: Additional right-of-way will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$290	\$0	\$0	\$0	\$290	\$0	\$0	\$290
Right-of-Way	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
Environmental	\$10	\$0	\$0	\$0	\$10	\$0	\$0	\$10
Utilities	\$500	\$0	\$0	\$0	\$0	\$500	\$0	\$500
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
MCDOT Labor	\$75	\$0	\$1	\$4	\$20	\$10	\$40	\$75
Project Total	\$3,875	\$0	\$1	\$4	\$320	\$1,510	\$2,040	\$3,875
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$3,875	\$0	\$1	\$4	\$320	\$1,510	\$2,040	\$3,875

Project expenditures in thousands.



Map Reference: NW-30

Description: This project is to widen the existing two lane roadway into a four lane divided highway with at-grade signalized intersections when warranted.

Key Issues:

- Funding and programming in the TIP.
- IGA formations with the municipalities.
- Drainage issues.

Project Manager: Engineering

Work Order: 69055

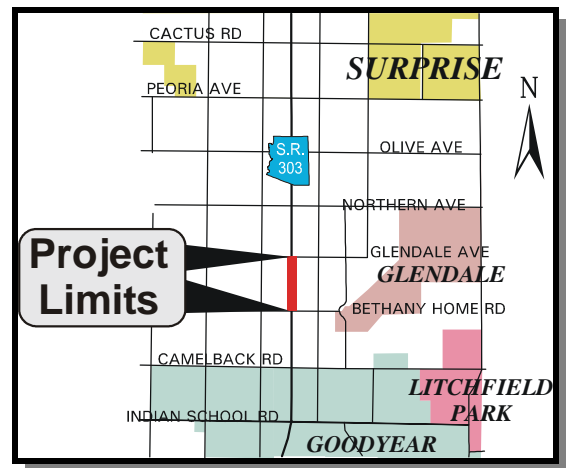
District: 4

Length: 1 mile

IGA Partnerships: None

Estimated Construction Date: 2008

Detour (Road Closures): N/A



Right-of-Way: Additional right-of-way will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$290	\$0	\$0	\$0	\$290	\$0	\$0	\$290
Right-of-Way	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
Environmental	\$10	\$0	\$0	\$0	\$10	\$0	\$0	\$10
Utilities	\$500	\$0	\$0	\$0	\$0	\$500	\$0	\$500
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,200	\$0	\$0	\$0	\$0	\$0	\$2,200	\$2,200
MCDOT Labor	\$75	\$0	\$1	\$4	\$20	\$10	\$40	\$75
Project Total	\$4,075	\$0	\$1	\$4	\$320	\$1,510	\$2,240	\$4,075
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,075	\$0	\$1	\$4	\$320	\$1,510	\$2,240	\$4,075

Project expenditures in thousands.



Description: This project is to design plans for widening the existing two lane roadway into a four lane divided highway with at-grade signalized intersections when warranted.

Key Issues:

- Funding and programming in the TIP.
- IGA formations with the municipalities.
- Drainage issues.

Project Manager: Engineering

Work Order: 69056

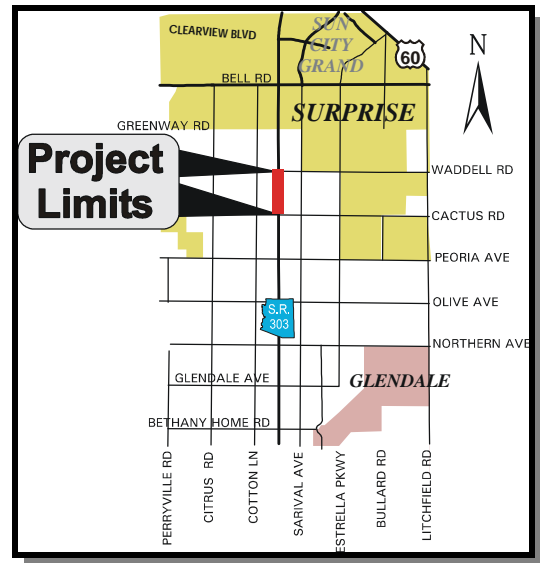
District: 4

Length: 1 mile

IGA Partnerships: None

Estimated Construction Date: Programmed for Design only.

Detour (Road Closures): N/A



Right-of-Way: Additional right-of-way will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$300	\$0	\$0	\$0	\$0	\$300	\$0	\$300
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$10
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$100	\$0	\$1	\$1	\$1	\$45	\$10	\$58
Project Total	\$410	\$0	\$1	\$1	\$1	\$345	\$20	\$368
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$410	\$0	\$1	\$1	\$1	\$345	\$20	\$368

Project expenditures in thousands.



Description: This project is to design plans for widening the existing two lane roadway into a four lane divided highway with at-grade signalized intersections when warranted.

Key Issues:

- Funding and programming in the TIP.
- IGA formations with the municipalities.
- Drainage issues.

Project Manager: Engineering

Work Order: 69057

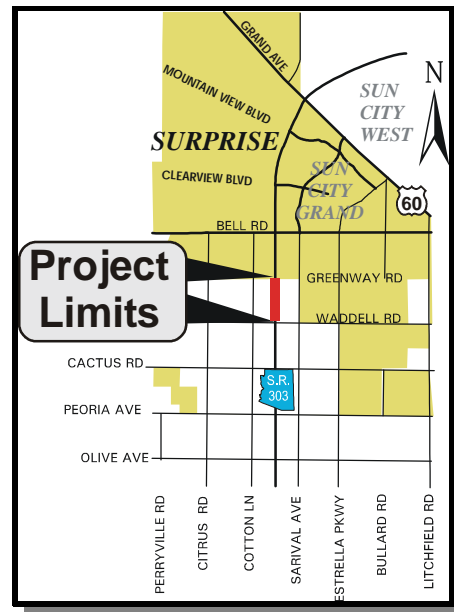
District: 4

Length: 1 mile

IGA Partnerships: None

Estimated Construction Date: Programmed for Design only.

Detour (Road Closures): N/A



Right-of-Way: Additional right-of-way will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$300	\$0	\$0	\$0	\$0	\$300	\$0	\$300
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$10
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$100	\$0	\$1	\$1	\$1	\$25	\$20	\$48
Project Total	\$410	\$0	\$1	\$1	\$1	\$325	\$30	\$358
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$410	\$0	\$1	\$1	\$1	\$325	\$30	\$358

Project expenditures in thousands.



Map Reference: NW-33

Description: This project is to design plans for the widening of the existing two lane roadway into a four lane divided highway with at-grade signalized intersections when warranted.

Key Issues:

- Funding and programming in the TIP.
- IGA formations with the municipalities.
- Drainage issues.

Project Manager: Engineering

Work Order: 69058

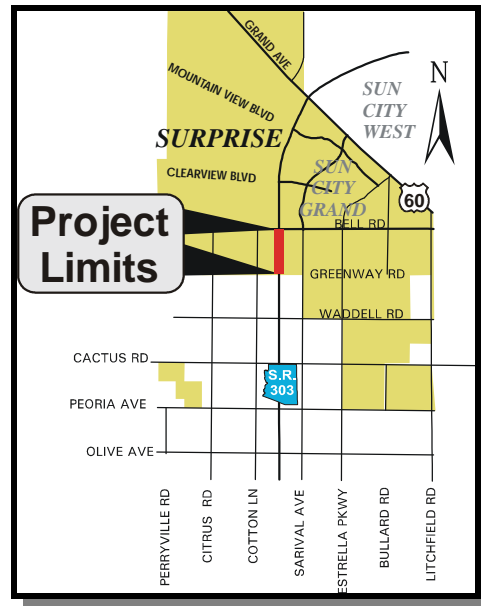
District: 4

Length: 1 mile

IGA Partnerships: None

Estimated Construction Date: Programmed for Design only.

Detour (Road Closures): N/A



Right-of-Way: Additional right-of-way will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$300	\$0	\$0	\$0	\$0	\$300	\$0	\$300
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$10
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$100	\$0	\$1	\$1	\$1	\$25	\$10	\$38
Project Total	\$410	\$0	\$1	\$1	\$1	\$325	\$20	\$348
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$410	\$0	\$1	\$1	\$1	\$325	\$20	\$348

Project expenditures in thousands.



Description: This project will see the preparation of a Design Concept Report to establish design parameters for the eventual construction of a four lane roadway with a center median.

Key Issues:

- Impact on existing urban development.
- Turning lane location and length.
- Development in area.
- Right-of-way required as per the MAG Roads of Regional Significance.
- Irrigation and utility conflicts.

Project Manager: Sami Ayoub

Work Order: 69024

District: 5

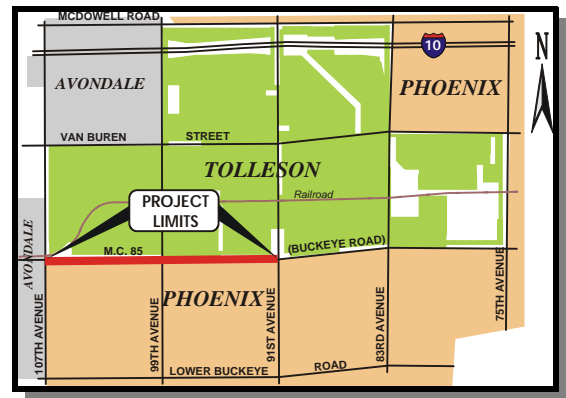
Length: 2 miles

IGA Partnerships: None

Estimated Construction Date: This project is funded for Design Concept Report only.

Detour (Road Closures): No detours are anticipated.

Right-of-Way: The City of Phoenix has requested 140' of right-of-way with median openings every 1/8 of a mile.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$370	\$30	\$40	\$300	\$0	\$0	\$0	\$340
Right-of-Way	\$650	\$0	\$0	\$0	\$0	\$650	\$0	\$650
Environmental	\$10	\$0	\$0	\$0	\$10	\$0	\$0	\$10
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$3,200	\$0	\$0	\$0	\$0	\$0	\$990	\$990
MCDOT Labor	\$0	\$0	\$2	\$35	\$30	\$10	\$20	\$97
Project Total	\$4,230	\$30	\$42	\$335	\$40	\$660	\$2,510	\$3,587
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,230	\$30	\$42	\$335	\$40	\$660	\$2,510	\$3,587

Project expenditures in thousands.



Description: This project will see the preparation of a Design Concept Report to establish design parameters for the eventual construction of a four lane roadway with a center median.

Key Issues:

- Development in area.
- Turning lanes location and length.
- Right of way required for Roads of Regional Significance.
- Irrigation and utility conflicts.

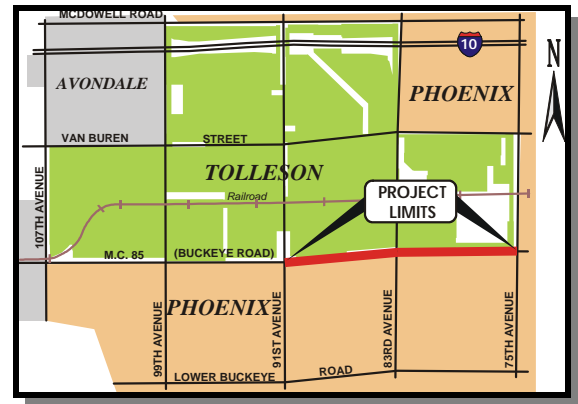
Project Manager: Sami Ayoub

Work Order: 69025

District: 5

Length: 2 miles

IGA Partnerships: None



Estimated Construction Date: This project is funded for Design Concept Report only.

Detour (Road Closures): No detours are anticipated.

Right-of-Way: The City of Phoenix has requested 140' of right-of-way with median openings every 1/8 of a mile.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$400	\$100	\$200	\$0	\$0	\$0	\$0	\$200
Right-of-Way	\$650	\$0	\$0	\$0	\$650	\$0	\$0	\$650
Environmental	\$12	\$2	\$10	\$0	\$0	\$0	\$0	\$10
Utilities	\$1,300	\$0	\$0	\$0	\$0	\$1,300	\$0	\$1,300
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500
MCDOT Labor	\$119	\$9	\$30	\$10	\$20	\$20	\$30	\$110
Project Total	\$4,981	\$111	\$240	\$10	\$670	\$1,320	\$2,530	\$4,770
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,981	\$111	\$240	\$10	\$670	\$1,320	\$2,530	\$4,770

Project expenditures in thousands.



Description: This project is to establish 30% design parameters for the eventual construction of a five lane roadway with a raised center median.

Key Issues:

- Identifying the ultimate roadway.
- Developing funding partners.
- Developer participation in construction.

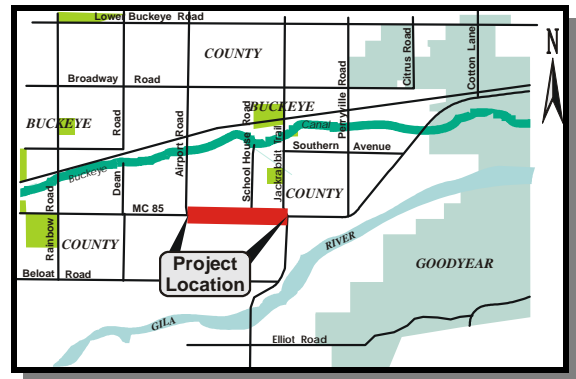
Project Manager: Samir Hatab

Work Order: 69040

District: 4

Length: 1.5 miles

IGA Partnerships: None



Estimated Construction Date: This project is funded for 30% design only.

Detour (Road Closures): None anticipated

Right-of-Way: 150' of right-of-way will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$150	\$0	\$75	\$0	\$0	\$0	\$0	\$75
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$20	\$5	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$500	\$28	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$670	\$33	\$85	\$0	\$0	\$0	\$0	\$85
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$670	\$33	\$85	\$0	\$0	\$0	\$0	\$85

Project expenditures in thousands.



Description: This project will widen MC 85 from two to five lanes with a continuous left-turn lane.

Key Issues:

- An IGA has been sent to the City of Goodyear to cover the costs of adding a third west-bound lane per the City's request.
- Drainage, right-of-way and utilities.
- Roadway design is complete.

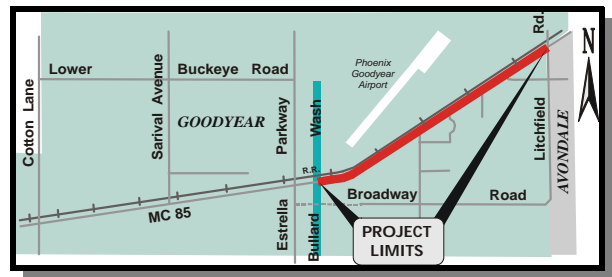
Project Manager: Samir Hatab

Work Order: 68959

District: 4

Length: 2 miles

IGA Partnerships: City of Goodyear



Estimated Construction Date: Summer 2004

Detour (Road Closures): N/A

Right-of-Way: An additional 70' right-of-way will be purchased on the south side of the roadway.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$944	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,775	\$0	\$0	\$2,775	\$0	\$0	\$0	\$2,775
MCDOT Labor	\$330	\$0	\$5	\$55	\$0	\$0	\$0	\$60
Project Total	\$4,081	\$0	\$5	\$2,830	\$0	\$0	\$0	\$2,835
Reimbursements	(\$636)	\$0	\$0	(\$636)	\$0	\$0	\$0	(\$636)
MCDOT Net Cost	\$3,445	\$0	\$5	\$2,194	\$0	\$0	\$0	\$2,199

Project expenditures in thousands.



Description: This project consists of reconstructing MC 85 from a two lane arterial roadway to five lanes with a bike lane.

Key Issues:

- Utility relocations, drainage, irrigation.
- Railroad crossings.
- Coordination with all entities involved.

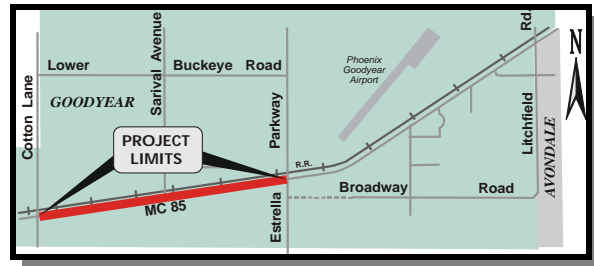
Project Manager: Thomas Larson

Work Order: 68960

District: 4

Length: 2.5 miles

IGA Partnerships: City of Goodyear



Estimated Construction Date: Fall 2008

Detour (Road Closures): No detours are anticipated.

Right-of-Way: The existing right-of-way varies from 50'-120'. The proposed width of the required right-of-way is 150'-200'.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$360	\$360	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$727	\$97	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$103	\$103	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$950	\$0	\$0	\$0	\$0	\$700	\$250	\$950
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$4,100	\$0	\$0	\$0	\$0	\$0	\$3,080	\$3,080
MCDOT Labor	\$378	\$224	\$1	\$1	\$3	\$5	\$30	\$40
Project Total	\$0	\$0	\$1	\$1	\$3	\$705	\$3,360	\$4,070
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$0	\$1	\$1	\$3	\$705	\$3,360	\$4,070

Project expenditures in thousands.



Description: This project will prepare a Design Concept Report for this section of roadway. Alternatives will be evaluated. The preferred alternative will be recommended to accommodate projected traffic volumes.

Key Issues:

- Land-use concerns.
- Drainage information.
- Environmental and utility information.

Project Manager: Thomas Larson

Work Order: 69042

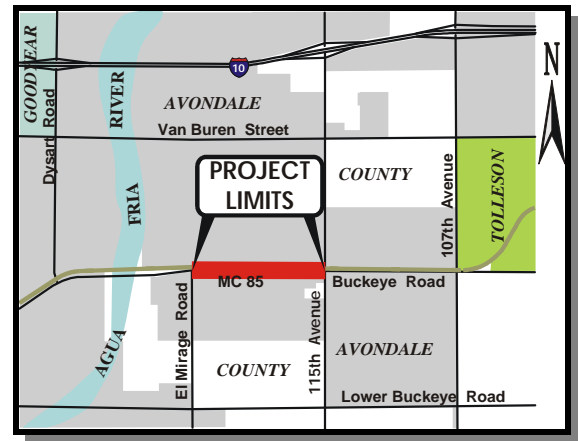
District: 5

Length: 1 mile

IGA Partnerships: None

Estimated Construction Date: This project is currently funded for Design Concept report only.

Detour (Road Closures): N/A



Right-of-Way: Sufficient right-of-way will be required for the ultimate six lane road section.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$170	\$0	\$35	\$0	\$0	\$0	\$0	\$35
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$10	\$1	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$100	\$9	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$0	\$0	\$40	\$0	\$0	\$0	\$0	\$40
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$0	\$40	\$0	\$0	\$0	\$0	\$40

Project expenditures in thousands.



Description: The purpose of this project is to develop a 30% design to study alternatives for widening the road.

Key Issues:

- Land uses.
- Truck traffic.
- Drainage.
- Potential partnerships.

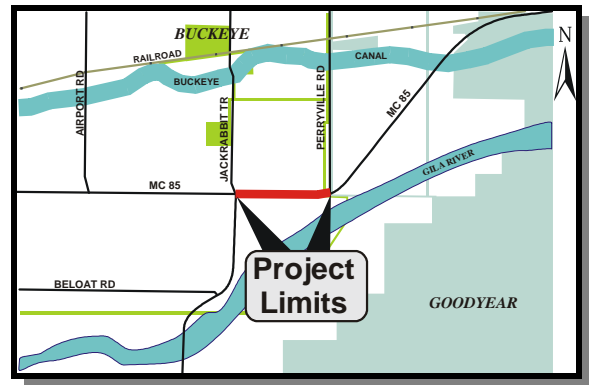
Project Manager: Engineering

Work Order: 69059

District: 4

Length: 1 mile

IGA Partnerships: None



Estimated Construction Date: This project is funded for 30% design only.

Detour (Road Closures): N/A

Right-of-Way: N/A

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$200	\$0	\$0	\$0	\$0	\$200	\$0	\$200
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$200	\$0	\$1	\$1	\$1	\$25	\$5	\$33
Project Total	\$400	\$0	\$1	\$1	\$1	\$225	\$5	\$233
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$400	\$0	\$1	\$1	\$1	\$225	\$5	\$233

Project expenditures in thousands.



Description: The purposed of this project is to develop a 30% design to study alternatives for widening the road.

Key Issues:

- Land uses.
- Truck traffic.
- Drainage.
- Potential partnerships.

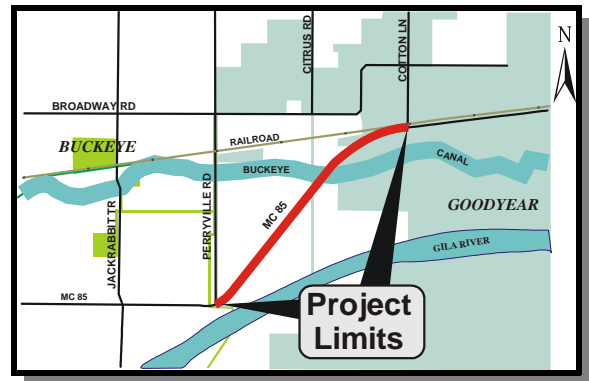
Project Manager: Engineering

Work Order: 69060

District: 4

Length: 2.76 miles

IGA Partnerships: None



Estimated Construction Date: This project is funded for 30% design only.

Detour (Road Closures): N/A

Right-of-Way: N/A

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$400	\$0	\$0	\$0	\$0	\$400	\$0	\$400
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$400	\$0	\$1	\$1	\$1	\$40	\$0	\$43
Project Total	\$800	\$0	\$1	\$1	\$1	\$440	\$0	\$443
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$800	\$0	\$1	\$1	\$1	\$440	\$0	\$443

Project expenditures in thousands.



Map Reference: NW-42

Description: This project consists of widening the existing pavement by five feet on each side of the roadway from the Town of Fountain Hills city limits to Forest Road to create room for bicycle lanes.

Key Issues:

- The paved surface will make the roadway safer for all users.
- It provides a place for cyclists to ride outside the travel lanes.
- Removes the necessity for motorists to cross the center line to pass cyclists.

Project Manager: Samir Hatab

Work Order: 69007

District: 2

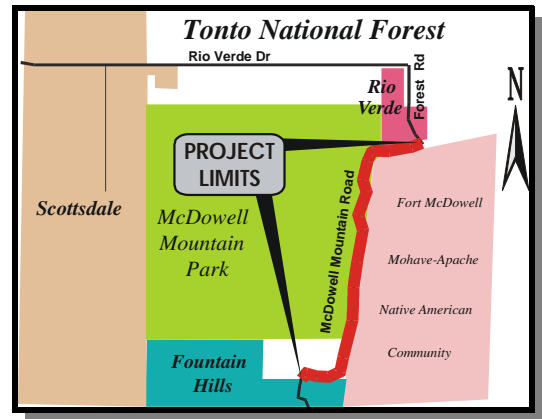
Length: 8.25 miles (each side)

IGA Partnerships: Federal funds through MAG

Estimated Construction Date: FY 2006

Detour (Road Closures): None

Right-of-Way: None required.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$942	\$0	\$0	\$0	\$942	\$0	\$0	\$942
MCDOT Labor	\$110	\$14	\$30	\$10	\$20	\$0	\$0	\$60
Project Total	\$1,052	\$14	\$30	\$10	\$962	\$0	\$0	\$1,002
Reimbursements	(\$533)	\$0	\$0	\$0	(\$533)	\$0	\$0	(\$533)
MCDOT Net Cost	\$519	\$14	\$30	\$10	\$429	\$0	\$0	\$469

Project expenditures in thousands.



Map Reference: SE-43

Description:

This project will reconstruct and widen the existing two lane roadway between Queen Creek Road and Pecos Road to a six lane roadway with a combination raised and flushed center median.

Key Issues:

- Coordination with the City of Chandler and ADOT.
- Coordinate construction schedule of McQueen Road with freeway construction.
- Consideration of access control in areas of future development.
- Accommodation of roadway drainage in retention basins.

Project Manager:

Nariman Zadeh

Work Order:

68949

District:

1

Length:

2 miles

IGA Partnerships:

City of Chandler

Estimated

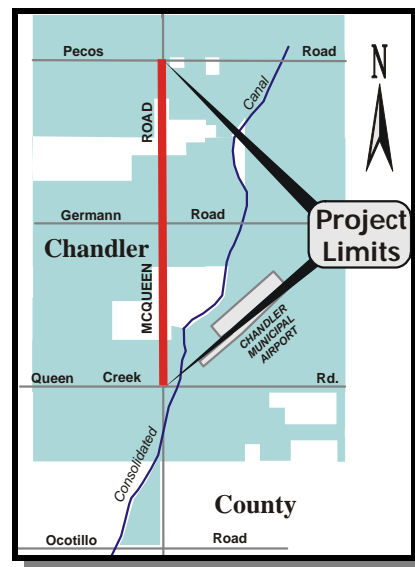
Construction Date:

Spring 2005

Detour

(Road Closures):

The road will remain open.



Right-of-Way:

The existing right-of-way varies between 66' and 110'. The proposed new width is 130'.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$485	\$485	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$1,032	\$29	\$1,003	\$0	\$0	\$0	\$0	\$1,003
Environmental	\$12	\$12	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$500	\$0	\$500	\$0	\$0	\$0	\$0	\$500
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$7,260	\$0	\$0	\$7,260	\$0	\$0	\$0	\$7,260
MCDOT Labor	\$262	\$157	\$30	\$70	\$5	\$0	\$0	\$105
Project Total	\$9,551	\$683	\$0	\$7,330	\$5	\$0	\$0	\$7,335
Reimbursements	(\$3,069)	(\$69)	\$0	\$0	(\$3,000)	\$0	\$0	(\$3,000)
MCDOT Net Cost	\$6,482	\$614	\$0	\$7,330	(\$2,995)	\$0	\$0	\$4,335

Project expenditures in thousands.



Description: This project is to develop a corridor study report to investigate the widening of the road. Meridian Road serves as the boundary line between Maricopa County and Pinal County.

Key Issues:

- Access Control.
- Ultimate and interim design features.

Project Manager: Leo Trinidad

Work Order: 69064

District: 1 and 2

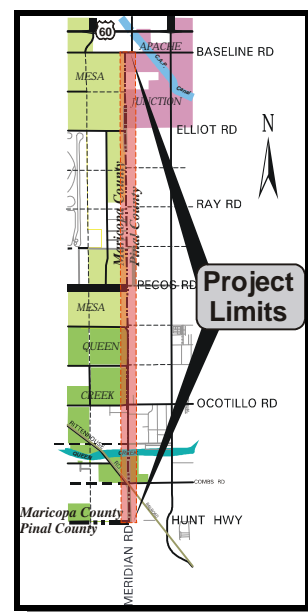
Length: 12.5 miles

IGA Partnerships: None

Estimated Construction Date: Corridor Study

Detour (Road Closures): N/A

Right-of-Way: N/A



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$200	\$0	\$200	\$0	\$0	\$0	\$0	\$200
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$60	\$0	\$60	\$0	\$0	\$0	\$0	\$60
Project Total	\$260	\$0	\$260	\$0	\$0	\$0	\$0	\$260
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$260	\$0	\$260	\$0	\$0	\$0	\$0	\$260

Project expenditures in thousands.



Map Reference: SE-45

Description:

This project is to prepare design plans to widen the existing two lane road to provide four travel lanes (two in each direction) with a raised center median. Additional improvements include a storm drain system with linear retention basins and the widening of the intersection at Basha Road.

Key Issues:

- Existing two-lane roadway in a high growth area of Chandler.
- No storm water outfalls for the south side of the road.
- Existing lane configuration west of Basha Road.

Project Manager:

Dave DeWeese

Work Order:

68988

District:

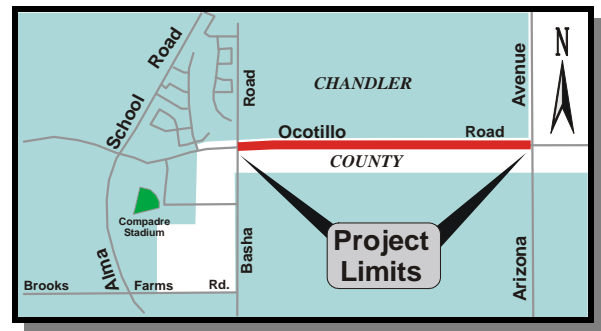
1

Length:

1 mile

IGA Partnerships:

None



Estimated

Construction Date:

Funded for Design only.

Detour

(Road Closures):

None anticipated.

Right-of-Way:

An additional 32 feet of right-of-way is required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$80	\$40	\$40	\$0	\$0	\$0	\$0	\$40
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$80	\$40	\$40	\$0	\$0	\$0	\$0	\$40
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$80	\$40	\$40	\$0	\$0	\$0	\$0	\$40

Project expenditures in thousands.



Description: This project is to complete a corridor study report to future requirements for widening of the road.

Key Issues:

- Access Control
- Ultimate and interim design features.

Project Manager: Leo Trinidad

Work Order: 69062

District: 2

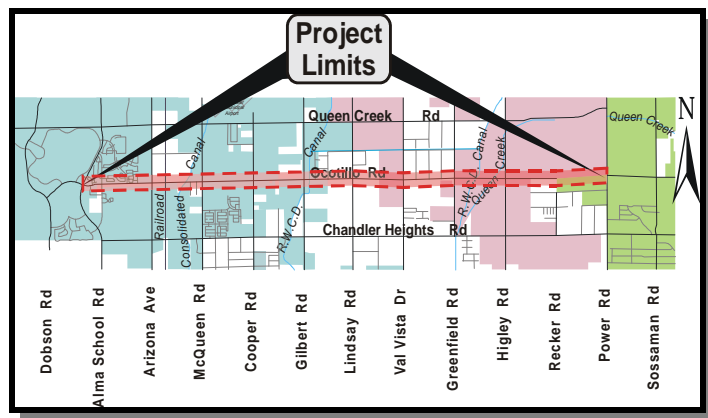
Length: 10 miles

IGA Partnerships: N/A

Estimated Construction Date: Corridor Study

Detour (Road Closures): N/A

Right-of-Way: N/A



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$200	\$0	\$200	\$0	\$0	\$0	\$0	\$200
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$60	\$0	\$60	\$0	\$0	\$0	\$0	\$60
Project Total	\$260	\$0	\$260	\$0	\$0	\$0	\$0	\$260
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$260	\$0	\$260	\$0	\$0	\$0	\$0	\$260

Project expenditures in thousands.



Map Reference: SW-47

Description: This project will provide scour protection to the existing bridge to prevent damage during severe flooding.

Key Issues:

- Water is in the channel most of the year.
- Environmental and archaeological clearance.

Project Manager: Andrzej Wojakiewicz

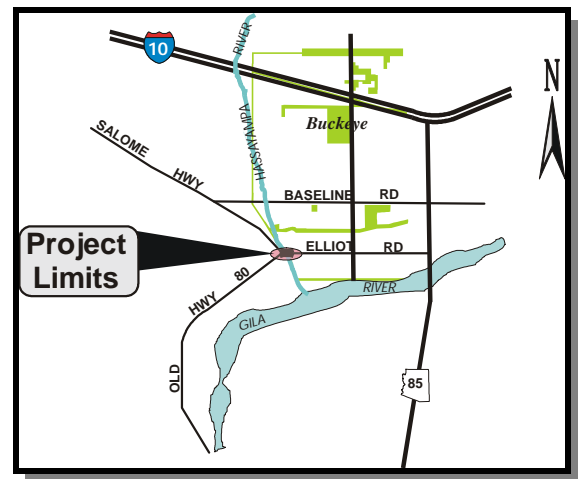
Work Order: 68934

District: 5

Length: 485 feet
(spot improvements)

IGA Partnerships: None

**Estimated
Construction Date:** FY 2004



**Detour
(Road Closures):** No detours are anticipated.

Right-of-Way: Under negotiation.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$4	\$3	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$45	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,393	\$0	\$150	\$1,243	\$0	\$0	\$0	\$0
MCDOT Labor	\$198	\$121	\$5	\$72	\$0	\$0	\$0	\$77
Project Total	\$1,656	\$124	\$155	\$1,315	\$0	\$0	\$0	\$1,470
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,656	\$124	\$155	\$1,315	\$0	\$0	\$0	\$1,470

Project expenditures in thousands.



Map Reference: NW-48

Description: This project will prepare a Design Concept Report for this section of roadway. Alternatives will be evaluated. The preferred alternative will be recommended to accommodate projected traffic volumes.

Key Issues:

- Safety concerns.
- Local residents and businesses in area.
- Environmental and utility concerns.
- Potential partnerships.

Project Manager: Thomas Larson

Work Order: 69045

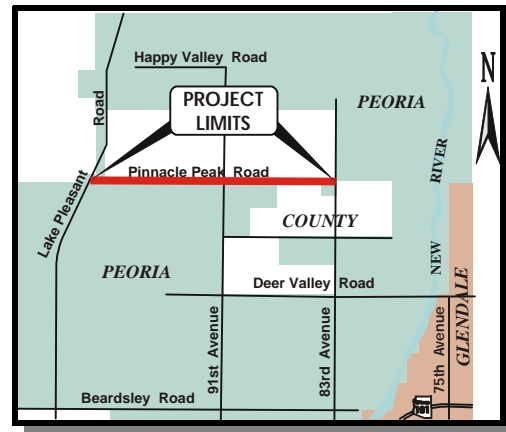
District: 4

Length: 2 miles

IGA Partnerships: N/A

Estimated Construction Date: This project is currently funded for Design Concept Report only.

Detour (Road Closures): N/A



Right-of-Way: The appropriate right-of-way will be acquired to accommodate a future five lane road section.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$800	\$0	\$70	\$0	\$0	\$0	\$0	\$70
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$600	\$21	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$1,403	\$24	\$75	\$0	\$0	\$0	\$0	\$75
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,403	\$24	\$75	\$0	\$0	\$0	\$0	\$75

Project expenditures in thousands.

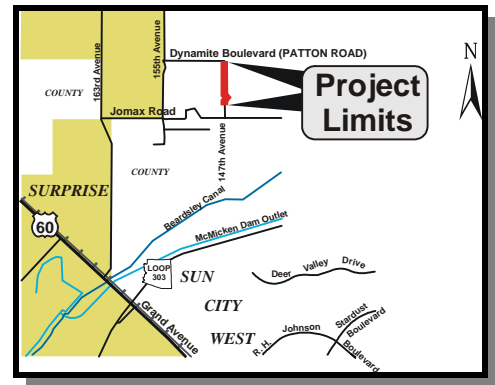


Map Reference: N/A

Description: ROAD FROM TO
Bullard Avenue End of Pavement End of Maintenance

Key Issues:

Project Manager: Ray Smith
Work Order: 16208
District: 4
Length: 1.85 miles
IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.
Estimated Construction Date: 2003



Detour (Road Closures): No detours are anticipated.

Right-of-Way: Right-of-way condemnations will add extra project costs.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$197	\$197	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$32	\$32	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$410	\$0	\$410	\$0	\$0	\$0	\$0	\$410
MCDOT Labor	\$25	\$20	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$664	\$249	\$415	\$0	\$0	\$0	\$0	\$415
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$664	\$249	\$415	\$0	\$0	\$0	\$0	\$415

Project expenditures in thousands.



Map Reference: N/A

Description: ROAD FROM TO
77th Place McKellips Road Hermosa Vista Drive
78th Street Hermosa Vista Drive McDowell Road
82nd Street Boise Street University Drive
95th Street Balsam Avenue Apache Trail
Culver Street 76th Street Hawes Road
Culver Street Hawes Road Waterbury Road
Key Issues: Hermosa Vista Drive 76th Street 78th Street
Jensen Street Crismon Road Signal Butte Road
Melody Drive 172nd Street Recker Road
Quarterline Road 105th Street Signal Butte Road
Range Rider Trail Hawes Road 92nd Street

Project Manager: Sami Ayoub

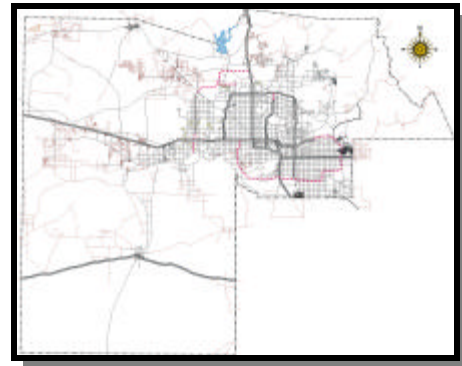
Work Order: 16214

District: 2

Length: 5.59 miles

IGA Partnerships: FHWA funding via MAG Conges-
tion Mitigation & Air Quality Pro-

**Estimated
Construction Date:** 2003



**Detour
(Road Closures):** No detours are anticipated.

Right-of-Way: Right-of-way condemnations will add extra project costs.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$301	\$291	\$15	\$0	\$0	\$0	\$0	\$15
Right-of-Way	\$50	\$25	\$25	\$0	\$0	\$0	\$0	\$25
Environmental	\$7	\$7	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$50	\$25	\$25	\$0	\$0	\$0	\$0	\$25
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,420	\$10	\$1,410	\$0	\$0	\$0	\$0	\$1,410
MCDOT Labor	\$103	\$75	\$40	\$0	\$0	\$0	\$0	\$40
Project Total	\$1,931	\$433	\$1,515	\$0	\$0	\$0	\$0	\$1,515
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,931	\$433	\$1,515	\$0	\$0	\$0	\$0	\$1,515

Project expenditures in thousands.



Map Reference: N/A

Description:	<u>ROAD</u>	<u>FROM</u>	<u>TO</u>
	87th Avenue	Pinnacle Peak Road	Calle Lejos
	87th Avenue	Peoria C/L	Pinnacle Peak Road
	Acoma Drive	73rd Avenue	75th Avenue
	Elliot Road	35th Avenue	27th Avenue
	Elliot Road	43rd Avenue	Phoenix C/L
Key Issues:	Daley Lane	89th Avenue	83rd Avenue

Project Manager: Sami Ayoub

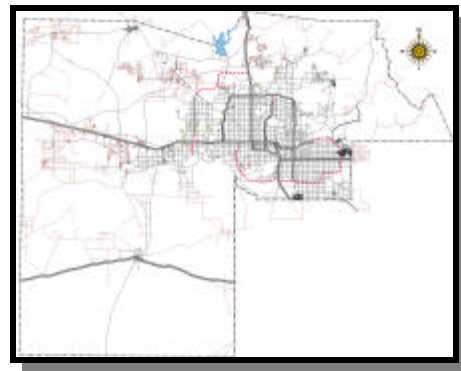
Work Order: 16215

District: 4

Length: 3.1 miles

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Pro-

Estimated Construction Date: 2003



Detour (Road Closures): No detours are anticipated.

Right-of-Way: Right-of-way condemnations will add extra project costs.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$255	\$251	\$8	\$0	\$0	\$0	\$0	\$8
Right-of-Way	\$50	\$25	\$25	\$0	\$0	\$0	\$0	\$25
Environmental	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$50	\$31	\$25	\$0	\$0	\$0	\$0	\$25
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$858	\$10	\$848	\$0	\$0	\$0	\$0	\$848
MCDOT Labor	\$83	\$69	\$22	\$0	\$0	\$0	\$0	\$22
Project Total	\$1,301	\$391	\$928	\$0	\$0	\$0	\$0	\$928
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,301	\$391	\$928	\$0	\$0	\$0	\$0	\$928

Project expenditures in thousands.



Map Reference: N/A

Description: This project is to reduce dust on dirt roads within the PM 10 area in compliance with County air quality rules.

Key Issues:

- Minimize impact on neighborhoods.
- Expedited design and construction schedule.
- Cost containment.

Project Manager: Ray Smith

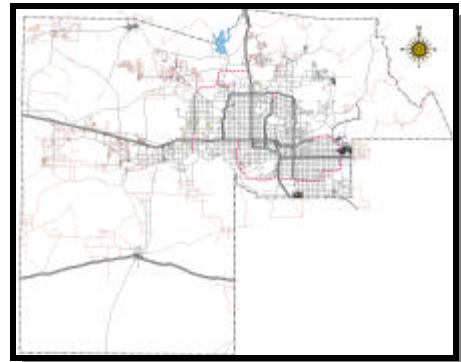
Work Order: 16224

District: 3

Length: N/A

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Pro-

Estimated Construction Date: FY 2004-2005



Detour (Road Closures): None anticipated

Right-of-Way: To be determined.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$215	\$0	\$175	\$40	\$0	\$0	\$0	\$215
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,150	\$0	\$0	\$575	\$575	\$0	\$0	\$0
MCDOT Labor	\$50	\$0	\$30	\$10	\$10	\$0	\$0	\$50
Project Total	\$1,415	\$0	\$205	\$625	\$585	\$0	\$0	\$1,415
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,415	\$0	\$205	\$625	\$585	\$0	\$0	\$1,415

Project expenditures in thousands.



Map Reference: N/A

Description: This project is to reduce dust on dirt roads within the PM 10 area in compliance with County air quality rules.

Key Issues:

- Minimize impact on neighborhoods.
- Expedited design and construction schedule.
- Cost containment.

Project Manager: Ray Smith

Work Order: 16223

District: 1

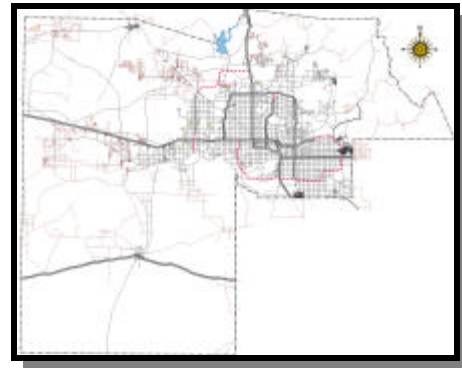
Length: N/A

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Pro-

Estimated Construction Date: FY 2004-2005

Detour (Road Closures): None anticipated

Right-of-Way: To be determined.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$200	\$0	\$150	\$50	\$0	\$0	\$0	\$200
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,150	\$0	\$0	\$575	\$575	\$0	\$0	\$0
MCDOT Labor	\$50	\$0	\$30	\$10	\$10	\$0	\$0	\$50
Project Total	\$1,400	\$0	\$180	\$635	\$585	\$0	\$0	\$1,400
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,400	\$0	\$180	\$635	\$585	\$0	\$0	\$1,400

Project expenditures in thousands.



Map Reference: N/A

Description: This project is to reduce dust on dirt roads within the PM 10 area in compliance with County air quality rules.

Key Issues:

- Minimize impact on neighborhoods.
- Expedited design and construction schedule.
- Cost containment.

Project Manager: Ray Smith

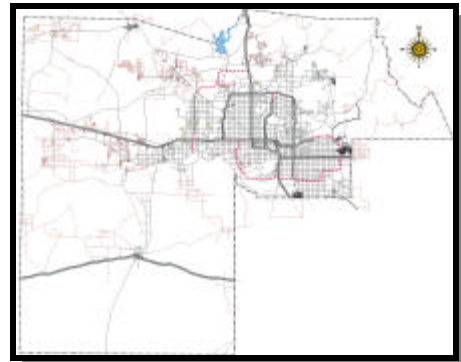
Work Order: 16225

District: 5

Length: N/A

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Pro-

Estimated Construction Date: FY 2004-2005



Detour (Road Closures): None anticipated

Right-of-Way: To be determined.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$200	\$0	\$150	\$50	\$0	\$0	\$0	\$200
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,150	\$0	\$0	\$575	\$575	\$0	\$0	\$0
MCDOT Labor	\$50	\$0	\$30	\$10	\$10	\$0	\$0	\$50
Project Total	\$1,400	\$0	\$180	\$635	\$585	\$0	\$0	\$1,400
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,400	\$0	\$180	\$635	\$585	\$0	\$0	\$1,400

Project expenditures in thousands.



Map Reference: N/A

Description: This project is to reduce dust on dirt roads within the PM 10 area to ensure compliance with federal mandates. This road was part of an earlier PM 10 phase project, but was delayed due to design issues.

Key Issues:

- Developer was to pave the road.
- Major wash and two good sized washes.
- Cost was too high to carry to Tonto National Forest.
- New limits: Circle Mountain Road to Johnson

Project Manager: Samir Hatab

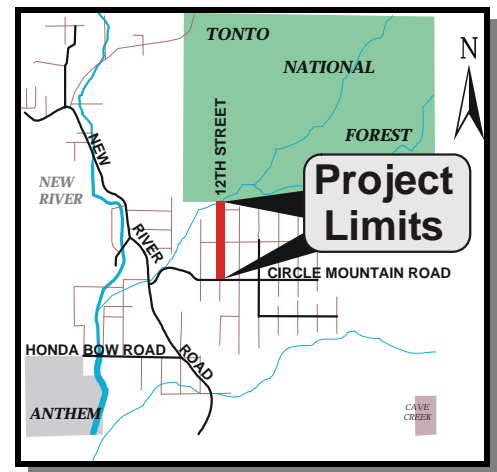
Work Order: 16217

District: 3

Length: 1 mile

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date: FY 2004-2005



Detour (Road Closures): None anticipated

Right-of-Way: State land owned right-of-way will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$375	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$25	\$0	\$25	\$0	\$0	\$0	\$0	\$25
Project Total	\$400	\$0	\$25	\$0	\$0	\$0	\$0	\$25
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$400	\$0	\$25	\$0	\$0	\$0	\$0	\$25

Project expenditures in thousands.



Map Reference: N/A

Description: This project is to reduce dust on dirt roads within the PM 10 area in compliance with federal and local air quality rules. This road was part of an earlier PM 10 phase project, but was delayed due to design and environmental issues.

Key Issues:

- Environmental issues.
- National Forest cooperation.

Project Manager: Ray Smith

Work Order: 16216

District: 3

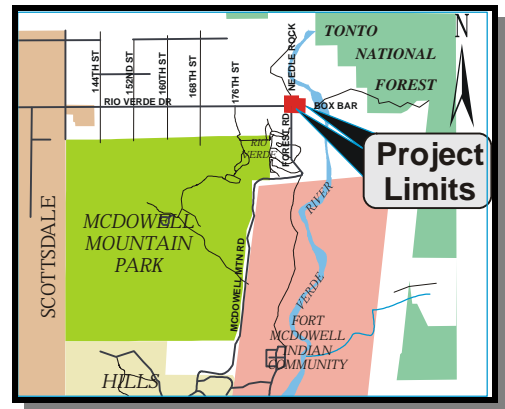
Length: 2.8 miles

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date: To be determined

Detour (Road Closures): None anticipated

Right-of-Way: Tonto National Forest owns right-of-way.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$8	\$8	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$4	\$4	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$960	\$0	\$900	\$60	\$0	\$0	\$0	\$960
MCDOT Labor	\$33	\$23	\$7	\$3	\$0	\$0	\$0	\$10
Project Total	\$1,005	\$35	\$907	\$63	\$0	\$0	\$0	\$970
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,005	\$35	\$907	\$63	\$0	\$0	\$0	\$970

Project expenditures in thousands.



Map Reference: N/A

Description:

This project is to reduce dust on dirt roads within the PM 10 area to ensure compliance with federal mandates. This road was part of an earlier PM 10 phase project, but was delayed due to design issues.

Key Issues:

- Sight distance problems entering 51st Avenue.
- 51st Avenue (wo#68943) improvements will determine if project is necessary.

Project Manager:

Ray Smith

Work Order:

16221

District:

5

Length:

1.01 miles

IGA Partnerships:

FHWA funding via MAG Congestion Mitigation & Air Quality Program.

Estimated

Construction Date:

To be determined

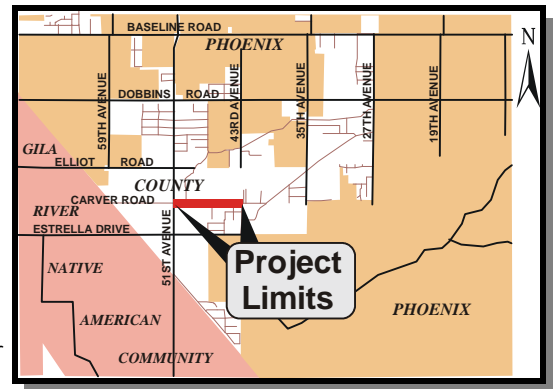
Detour

(Road Closures):

None anticipated

Right-of-Way:

No additional right-of-way required



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$20	\$0	\$20	\$0	\$0	\$0	\$0	\$20
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$390	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$40	\$0	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$450	\$0	\$30	\$0	\$0	\$0	\$0	\$30
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$450	\$0	\$30	\$0	\$0	\$0	\$0	\$30

Project expenditures in thousands.



Map Reference: N/A

Description: This project is to reduce dust on dirt roads within the PM 10 area in compliance with federal and local air quality rules. This road was part of an earlier PM 10 phase project, but was delayed due to design and cost issues.

Key Issues:

- Large wash (Skunk Creek) runs across 13th Avenue.
- Cost prohibitive.
- Shorten terminus.

Project Manager: Ray Smith

Work Order: 16219

District: 3

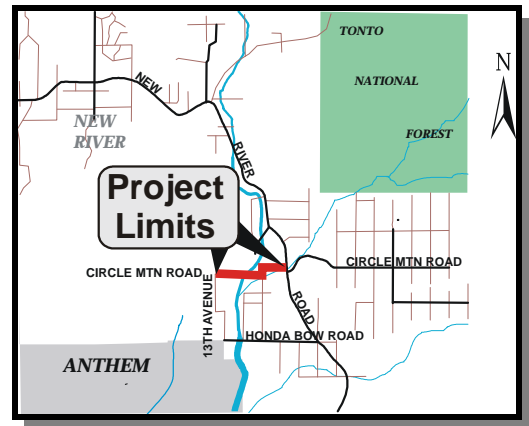
Length: .95 miles

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date: To be determined

Detour (Road Closures): None anticipated

Right-of-Way: No additional right-of-way required.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$40	\$0	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$1,070	\$0	\$5	\$0	\$0	\$0	\$0	\$5
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,070	\$0	\$5	\$0	\$0	\$0	\$0	\$5

Project expenditures in thousands.



Map Reference: N/A

Description: This project is to reduce dust on dirt roads within the PM 10 area to ensure compliance with federal mandates. This road was part of an earlier PM 10 phase project, but was delayed due to design issues.

Key Issues:

- Evaluating alternatives.
- McNeil Street utilities.

Project Manager: Ray Smith

Work Order: 16220

District: 5

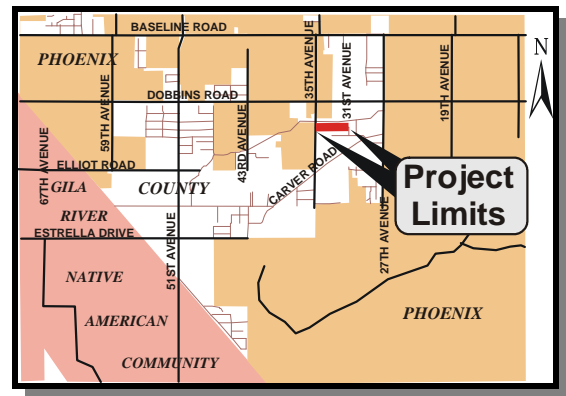
Length: .48 miles

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date: To be determined

Detour (Road Closures): None anticipated

Right-of-Way: Additional right-of-way will be purchased.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$330	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$30	\$0	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$380	\$0	\$5	\$0	\$0	\$0	\$0	\$5
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$380	\$0	\$5	\$0	\$0	\$0	\$0	\$5

Project expenditures in thousands.



Map Reference: N/A

Description: This project is to reduce dust on dirt roads within the PM 10 area to ensure compliance with federal mandates. This road was part of an earlier PM 10 phase project, but was delayed due to design issues.

Key Issues:

- Finish chip seal to end of maintenance.

Project Manager: Ray Smith

Work Order: 16222

District: 4

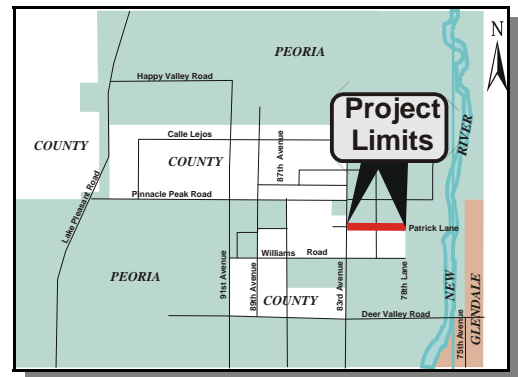
Length: .73 miles

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date: To be determined

Detour (Road Closures): None anticipated

Right-of-Way: MCDOT owns right-of-way.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$30	\$0	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$30	\$0	\$10	\$0	\$0	\$0	\$0	\$10
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$30	\$0	\$10	\$0	\$0	\$0	\$0	\$10

Project expenditures in thousands.



Map Reference: N/A

Description: This project is to reduce dust on dirt roads within the PM 10 area to ensure compliance with federal mandates. This road was part of an earlier PM 10 phase project, but was delayed due to design issues.

Key Issues:

- Major wash; costly to put in a drainage structure.
- Traffic issue.

Project Manager: Samir Hatab

Work Order: 16218

District: 3

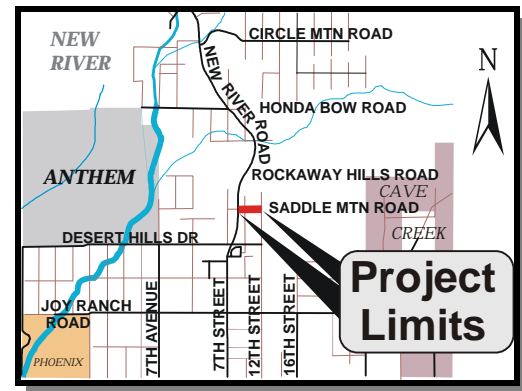
Length: .35 miles

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date: To be determined

Detour (Road Closures): None anticipated

Right-of-Way: MCDOT owns right-of-way.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$380	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$0	\$20	\$50	\$0	\$0	\$0	\$70
Project Total	\$380	\$0	\$20	\$50	\$0	\$0	\$0	\$70
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$380	\$0	\$20	\$50	\$0	\$0	\$0	\$70

Project expenditures in thousands.



Description: This project is to widen Power Road between Guadalupe Road and Baseline Road to six travel lanes with a raised center median and construction of two bridges.

Key Issues:

- Partnership development.
- Drainage.
- Pending adjacent land development.

Project Manager: Nariman Zadeh

Work Order: 68969

District: 2

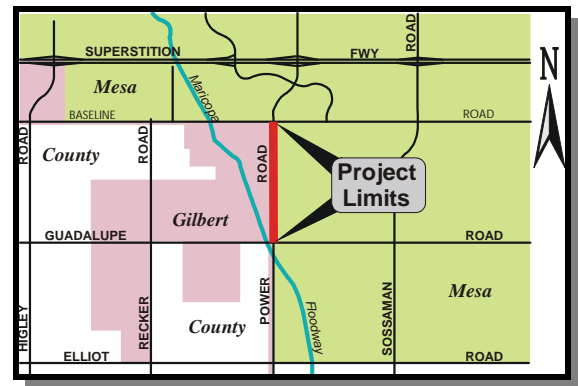
Length: 1 mile

IGA Partnerships: Town of Gilbert
City of Mesa

Estimated Construction Date: 2007

Detour (Road Closures): None anticipated.

Right-of-Way: Additional right-of-way will be required.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$584	\$517	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$1,701	\$178	\$0	\$0	\$1,523	\$0	\$0	\$1,523
Environmental	\$14	\$14	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$332	\$332	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$5,750	\$0	\$0	\$0	\$0	\$5,750	\$0	\$0
MCDOT Labor	\$235	\$209	\$5	\$5	\$5	\$25	\$0	\$40
Project Total	\$8,616	\$1,250	\$5	\$5	\$1,528	\$5,775	\$0	\$7,313
Reimbursements	(\$3,154)	\$0	\$0	\$0	\$0	(\$3,154)	\$0	(\$3,154)
MCDOT Net Cost	\$5,462	\$1,250	\$5	\$5	\$1,528	\$2,621	\$0	\$4,159

Project expenditures in thousands.



Map Reference: SE-63

Description: This project is to design roadway improvements to reduce congestion and increase safety.

Key Issues:

- Access to ASU East Campus.
- Partnership development with City of Mesa and Town of Gilbert.
- Adjacent land development.

Project Manager: Engineering

Work Order: 69051

District: 1

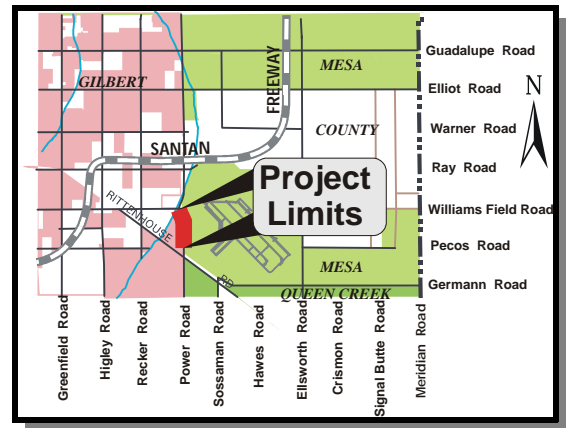
Length: 1 mile

IGA Partnerships: None

Estimated Construction Date: This project is funded for design only.

Detour (Road Closures): None anticipated

Right-of-Way: N/A



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$100	\$0	\$100	\$0	\$0	\$0	\$0	\$100
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$100	\$0	\$25	\$10	\$20	\$20	\$0	\$75
Project Total	\$200	\$0	\$125	\$10	\$20	\$20	\$0	\$175
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$200	\$0	\$125	\$10	\$20	\$20	\$0	\$175

Project expenditures in thousands.



Description: This project includes a six lane roadway section between just north of the Rittenhouse Channel to south of Ray Road.

Key Issues:

- Shifting alignment of Williams Field Road west of the RWCD canal.
- Impact on residents and airport in area.
- Recommend an alignment, establish an access control plan.

Project Manager: Nariman Zadeh

Work Order: 69038

District: 1 and 2

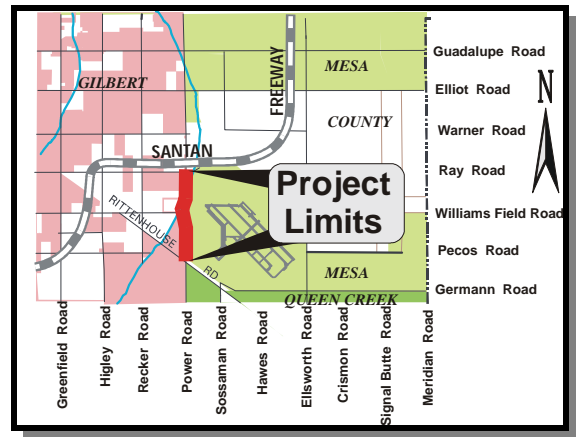
Length: 2 miles

IGA Partnerships: City of Mesa
Town of Gilbert

Estimated Construction Date: Completion of design.

Detour (Road Closures): N/A

Right-of-Way: Right-of-way width of 140' will be required for the Power Road corridor.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$350	\$0	\$50	\$0	\$0	\$0	\$0	\$50
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$400	\$6	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$770	\$6	\$60	\$0	\$0	\$0	\$0	\$60
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$770	\$6	\$60	\$0	\$0	\$0	\$0	\$60

Project expenditures in thousands.



Map Reference: SE-65

Description:

This project will replace the existing inadequate pipe with a box culvert to allow future widening of the road and increase the water flow capacity of the RWCD Canal (Eastern Canal).

Key Issues:

- Increase water flow capacity.
- Widen road from two to seven lanes.
- Canal dry-up for construction.
- Road closure and detour.
- Construction funds will be programmed once all design issues are resolved.
- Provide adequate clearance for the maintenance vehicles.

Project Manager:

Andrzej Wojakiewicz

Work Order:

68962

District:

1

Length:

Localized improvements

IGA Partnerships:

None

Estimated

Construction Date:

Fall 2003

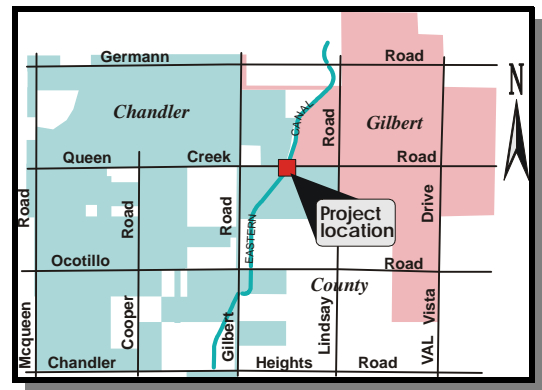
Detour

(Road Closures):

The road will be closed during construction.

Right-of-Way:

Right-of-way will be required, but has not yet been determined.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$45	\$5	\$0	\$40	\$0	\$0	\$0	\$40
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$495	\$0	\$0	\$495	\$0	\$0	\$0	\$0
MCDOT Labor	\$125	\$105	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$670	\$115	\$20	\$535	\$0	\$0	\$0	\$555
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$670	\$115	\$20	\$535	\$0	\$0	\$0	\$555

Project expenditures in thousands.



Description: This project will widen Queen Creek Road from two to four lanes.

Key Issues:

- Utility relocation.
- Union Pacific Railroad crossing.
- Irrigation.

Project Manager: Sami Ayoub

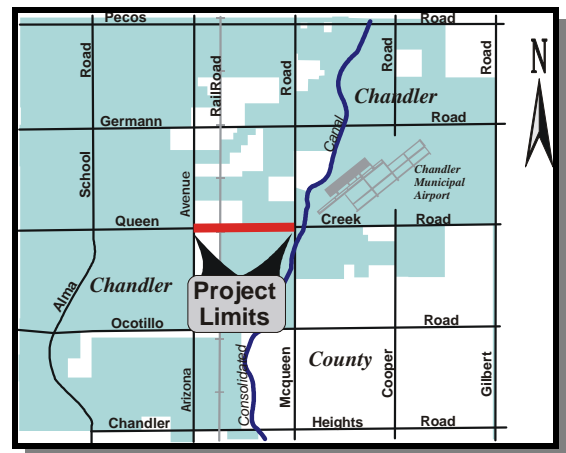
Work Order: 68966

District: 1

Length: 1 mile

IGA Partnerships: The City of Chandler

Estimated Construction Date: 2008



Detour (Road Closures): No detours are anticipated.

Right-of-Way: The existing right-of-way is 66' in width. 130'-160' of right-of-way will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$292	\$292	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$706	\$106	\$600	\$0	\$0	\$0	\$0	\$600
Environmental	\$13	\$13	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$700	\$0	\$0	\$0	\$700	\$0	\$0	\$700
IGA Payments	\$300	\$0	\$0	\$0	\$0	\$300	\$0	\$300
Construction	\$3,430	\$0	\$0	\$0	\$0	\$0	\$3,430	\$0
MCDOT Labor	\$183	\$121	\$15	\$5	\$10	\$10	\$40	\$80
Project Total	\$5,624	\$532	\$615	\$5	\$710	\$310	\$3,470	\$5,110
Reimbursements	(\$3,000)	\$0	\$0	\$0	(\$3,000)	\$0	\$0	(\$3,000)
MCDOT Net Cost	\$2,624	\$532	\$615	\$5	(\$2,290)	\$310	\$3,470	\$2,110

Project expenditures in thousands.



Map Reference: SE-67

Description: This project will complete negotiations for an intergovernmental agreement with the City of Chandler for the purchase of right-of-way by the County in support of the Chandler project.

Key Issues:

- City of Chandler is the lead agency.
- Bottleneck roadway; safety concerns.
- Continuity at six lane arterial.

Project Manager: Jon O'Hare

Work Order: 69061

District: 1

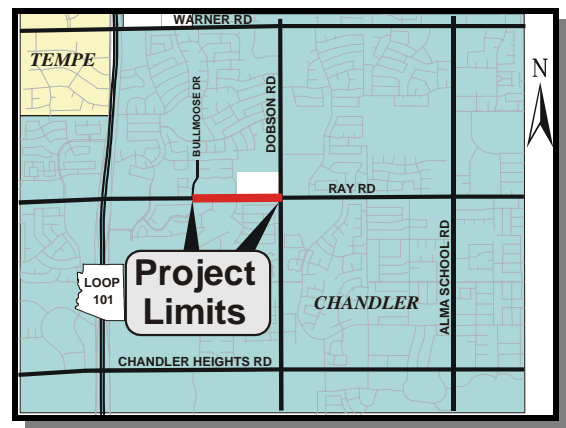
Length: .5 mile

IGA Partnerships: City of Chandler

Estimated Construction Date: 2003

Detour (Road Closures): N/A

Right-of-Way: N/A



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$2	\$0	\$2	\$0	\$0	\$0	\$0	\$2
Project Total	\$2	\$0	\$2	\$0	\$0	\$0	\$0	\$2
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2	\$0	\$2	\$0	\$0	\$0	\$0	\$2

Project expenditures in thousands.



Description: This project will reconstruct and widen the roadway from two lanes to four lanes.

Key Issues:

- The Town of Gilbert is the lead agency and has started preliminary design of this roadway and will be forwarding cost estimates to MCDOT.

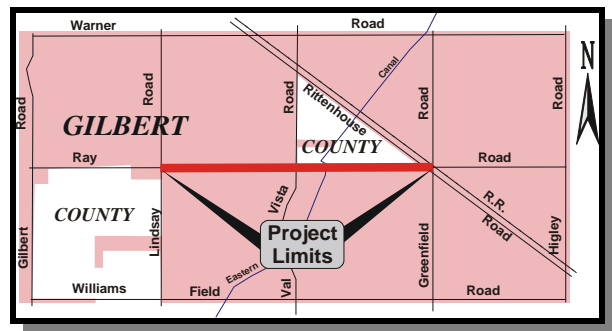
Project Manager: Richard Bohan

Work Order: 68919

District: 2

Length: 2 miles

IGA Partnerships: Town of Gilbert



Estimated Construction Date: 2006

Detour (Road Closures): N/A

Right-of-Way: To be determined by the Town of Gilbert standards.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$550	\$0	\$0	\$0	\$550	\$0	\$0	\$550
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$6	\$0	\$2	\$2	\$2	\$0	\$0	\$6
Project Total	\$556	\$0	\$2	\$2	\$552	\$0	\$0	\$556
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$556	\$0	\$2	\$2	\$552	\$0	\$0	\$556

Project expenditures in thousands.



Map Reference: SE-69

Description:

This project will reconstruct and widen the existing two lane road to five lanes (two travel lanes in each direction plus a continuous center left-turn lane). Additional improvements include curb and gutter, roadside drainage system, retention basins, concrete driveways, and detection loops for an existing ADOT traffic signal.

Key Issues:

- Trucks account for approximately 10 percent of ADT (average daily traffic).
- Existing subgrade soils with fair to poor support characteristics for pavements, per geotechnical investigation.
- Managing traffic during construction period (January to April).
- Coordinating design with the recently completed ADOT project to upgrade the 1-10/Riggs Road traffic interchange.

Project Manager:

Dave DeWeese

Work Order:

68450

District:

5

Length:

1.4 miles

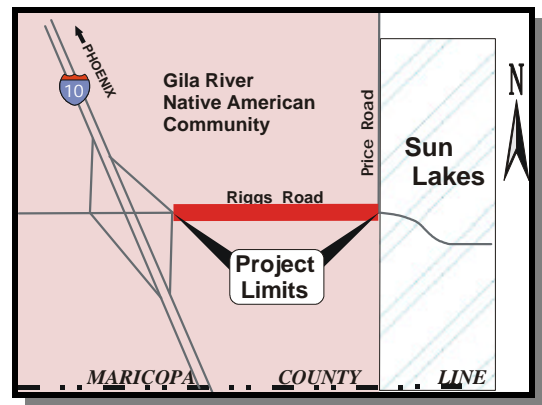
IGA Partnerships:

ADOT

Estimated

Construction Date:

FY 2004



Detour

(Road Closures):

None anticipated.

Right-of-Way:

Additional drainage and temporary construction easements have been acquired.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$21	\$21	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$169	\$169	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,955	\$230	\$1,725	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$178	\$158	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$2,327	\$582	\$1,745	\$0	\$0	\$0	\$0	\$1,745
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,327	\$582	\$1,745	\$0	\$0	\$0	\$0	\$1,745

Project expenditures in thousands.



Description: This project will widen Riggs Road from two lanes to six lanes.

Key Issues:

- The City of Chandler is the lead agency.
- Existing two lane roadway with unpaved shoulders is in a rapidly developing area of Chandler.
- The City of Chandler has completed a Design Concept Report for a portion of the corridor.

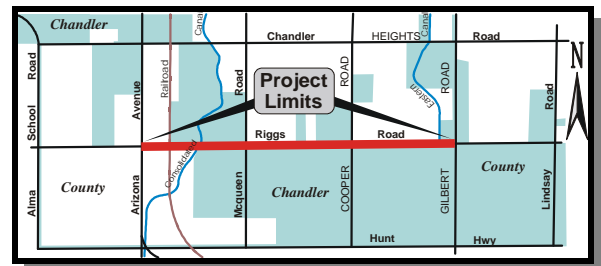
Project Manager: Richard Bohan

Work Order: 68998

District: 1

Length: 3 miles

IGA Partnerships: The City of Chandler



Estimated Construction Date: IGA payment only.
FY 2004

Detour (Road Closures): N/A

Right-of-Way: N/A

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$4,500	\$0	\$4,500	\$0	\$0	\$0	\$0	\$4,500
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$4,500	\$0	\$4,500	\$0	\$0	\$0	\$0	\$4,500
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,500	\$0	\$4,500	\$0	\$0	\$0	\$0	\$4,500

Project expenditures in thousands.



Description: This project will reconstruct and widen the roadway from four lanes to six lanes.

Key Issues:

- The Town of Gilbert is the lead agency.
- Negotiations are on going.
- MCDOT contributes to the IGA.

Project Manager: Richard Bohan

Work Order: 68955

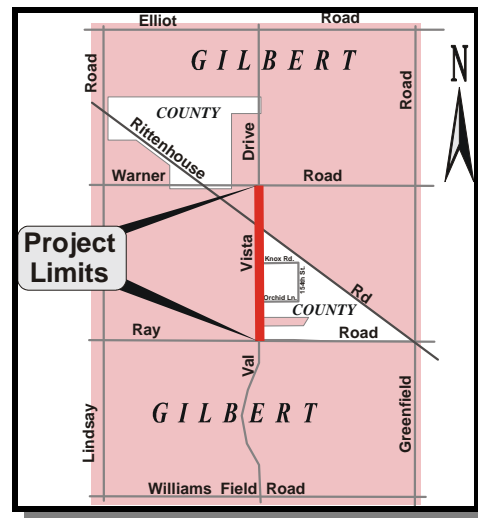
District: 2

Length: 1 mile

IGA Partnerships: Town of Gilbert

Estimated Construction Date: IGA payment only.
FY 2004

Detour (Road Closures): N/A



Right-of-Way: To be determined by the Town of Gilbert standards.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$1,240	\$0	\$530	\$0	\$710	\$0	\$0	\$1,240
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$6	\$0	\$2	\$2	\$2	\$0	\$0	\$6
Project Total	\$1,246	\$0	\$532	\$2	\$712	\$0	\$0	\$1,246
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,246	\$0	\$532	\$2	\$712	\$0	\$0	\$1,246

Project expenditures in thousands.



Description: This project will reconstruct and widen Warner road from four lanes to six lanes.

Key Issues:

- The Town of Gilbert is the lead agency.
- Negotiations are on going.
- MCDOT contributes to the IGA.

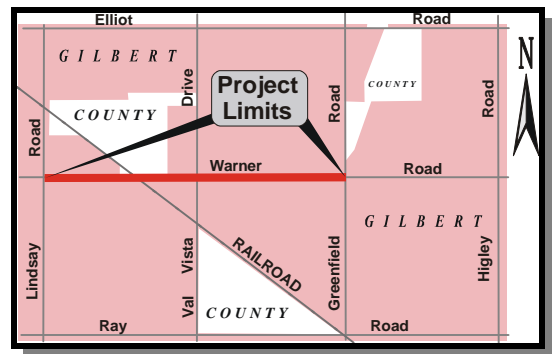
Project Manager: Richard Bohan

Work Order: 68404

District: 2

Length: 2 miles

IGA Partnerships: The Town of Gilbert



Estimated Construction Date: IGA payment only.
FY 2004

Detour (Road Closures): None anticipated.

Right-of-Way: N/A

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$1,980	\$0	\$530	\$0	\$1,450	\$0	\$0	\$1,980
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$6	\$0	\$2	\$2	\$2	\$0	\$0	\$6
Project Total	\$1,986	\$0	\$532	\$2	\$1,452	\$0	\$0	\$1,986
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,986	\$0	\$532	\$2	\$1,452	\$0	\$0	\$1,986

Project expenditures in thousands.



Description:

This is a design project for the reconstruction and widening of the existing four lane roadway to provide either six travel lanes with raised center median or four travel lanes with raised center median and a frontage road in each direction.

Key Issues:

- Widening of the Eastern Canal Bridge.
- Installation of traffic signal at the Lindsay Road intersection.

Project Manager:

Dave DeWeese

Work Order:

68985

District:

1

Length:

1.5 miles

IGA Partnerships:

Town of Gilbert

Estimated

Construction Date:

Currently funded for Design Concept Report only.

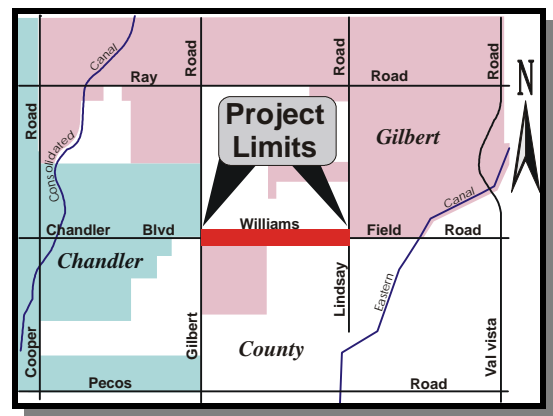
Detour

(Road Closures):

None anticipated.

Right-of-Way:

Drainage easements, temporary construction easements, and up to 10 feet additional may be required.



Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$515	\$95	\$0	\$420	\$0	\$0	\$0	\$420
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$203	\$25	\$20	\$40	\$20	\$20	\$0	\$100
Project Total	\$728	\$120	\$20	\$460	\$20	\$20	\$0	\$520
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$728	\$120	\$20	\$460	\$20	\$20	\$0	\$520

Project expenditures in thousands.



Description: This project will widen Williams Field Road at the Higley Road intersection and upgrade signals at the intersection.

Key Issues:

- Utility relocation.
- Installation of a drainage basin.

Project Manager: Engineering

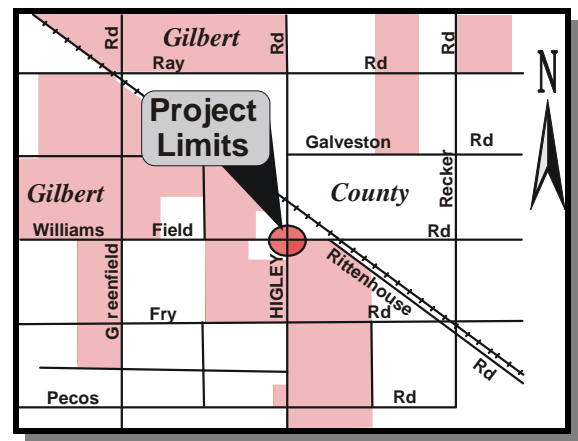
Work Order: 68991

District: 1

Length: N/A

IGA Partnerships: None.

Estimated Construction Date: 2005



Detour (Road Closures): None anticipated.

Right-of-Way: Additional right-of-way will be required.

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 04	FY 05	FY 06	FY 07	FY 08	FY 04-08 Total
Design	\$47	\$23	\$0	\$24	\$0	\$0	\$0	\$24
Right-of-Way	\$63	\$24	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$20	\$20	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$250	\$250	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$682	\$0	\$0	\$682	\$0	\$0	\$0	\$0
MCDOT Labor	\$224	\$0	\$20	\$40	\$0	\$0	\$0	\$60
Project Total	\$1,286	\$317	\$20	\$746	\$0	\$0	\$0	\$766
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,286	\$317	\$20	\$746	\$0	\$0	\$0	\$766

Project expenditures in thousands.



System Support Projects

General Expenditures Not Attributed to a Specific Roadway

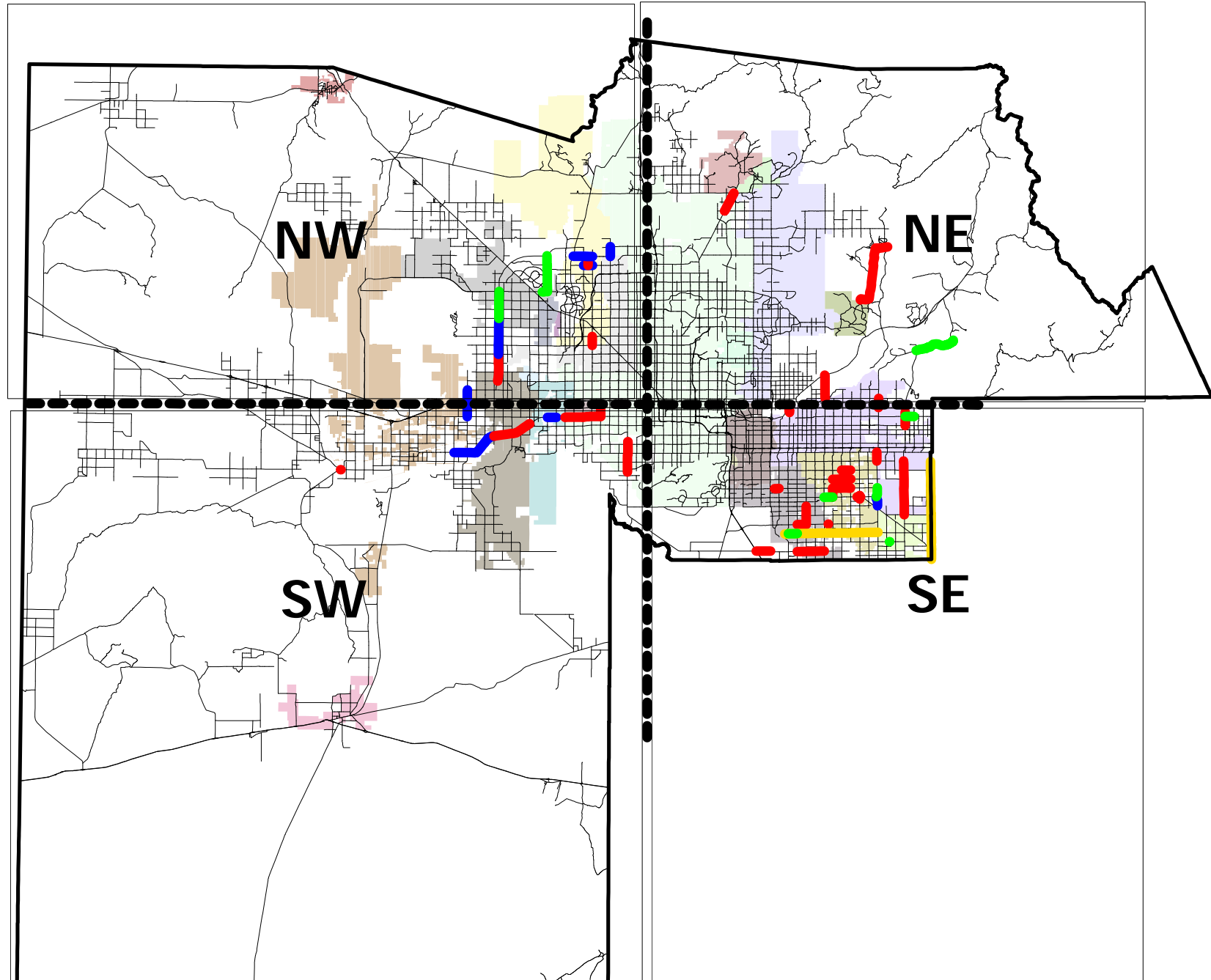
Work Order	Project Description	Prior Years Expenditures	FY04	FY05	FY06	FY07	FY08	FY04-08 Totals
68885	Archeological On-Call Consultants	17	10	0	0	0	0	10
68908	Biological Assessment Services	0	5	0	0	0	0	5
68884	Candidate Assessment Reports	27	300	300	300	300	300	1,500
68872	CDBG Assistance Program	1,675	300	300	300	300	300	1,500
68906	Environmental Assessment Consultants	15	10	0	0	0	0	10
69012	Geodetic Densification & Cadastral Surveys	2,451	2,176	1,622	0	0	0	3,798
68888	General Civil Engineering	361	150	230	3,500	3,500	4,000	11,380
68886	Geotechnical Services	3	10	0	0	0	0	10
68907	Haz-mat Consultant Services	0	10	0	0	0	0	10
68895	Northeast Maintenance Facility	0	0	1,000	1,400	0	0	2,400
68719	Previous Year's Projects; Back charges	0	350	350	350	350	350	1,750
69998	Project Reserve Account	514	4,000	5,000	20,000	30,000	30,000	89,000
69022	Property Management on Prior years CIP Projects	0	130	50	50	50	50	330
69010	R.O.W. In-fill on Road Inventory System	6,942	3,700	3,502	5,500	5,500	5,500	23,702
69033	Signal Modernization	3,007	26	0	0	0	0	26
99999	Special Projects Account	0	1,000	1,000	1,000	1,000	1,000	5,000
69900	TIP Program Management	0	1,000	1,000	1,000	1,000	1,000	5,000
68883	Unallocated Force Account	0	433	1,204	2,009	2,025	2,066	7,737
68829	Utility Locating (Pot-Hole) Annual Account	17	50	50	50	50	0	200
68890	Warranted Traffic Improvements	800	650	500	1,000	1,000	0	3,150

Table 7. System Support Projects

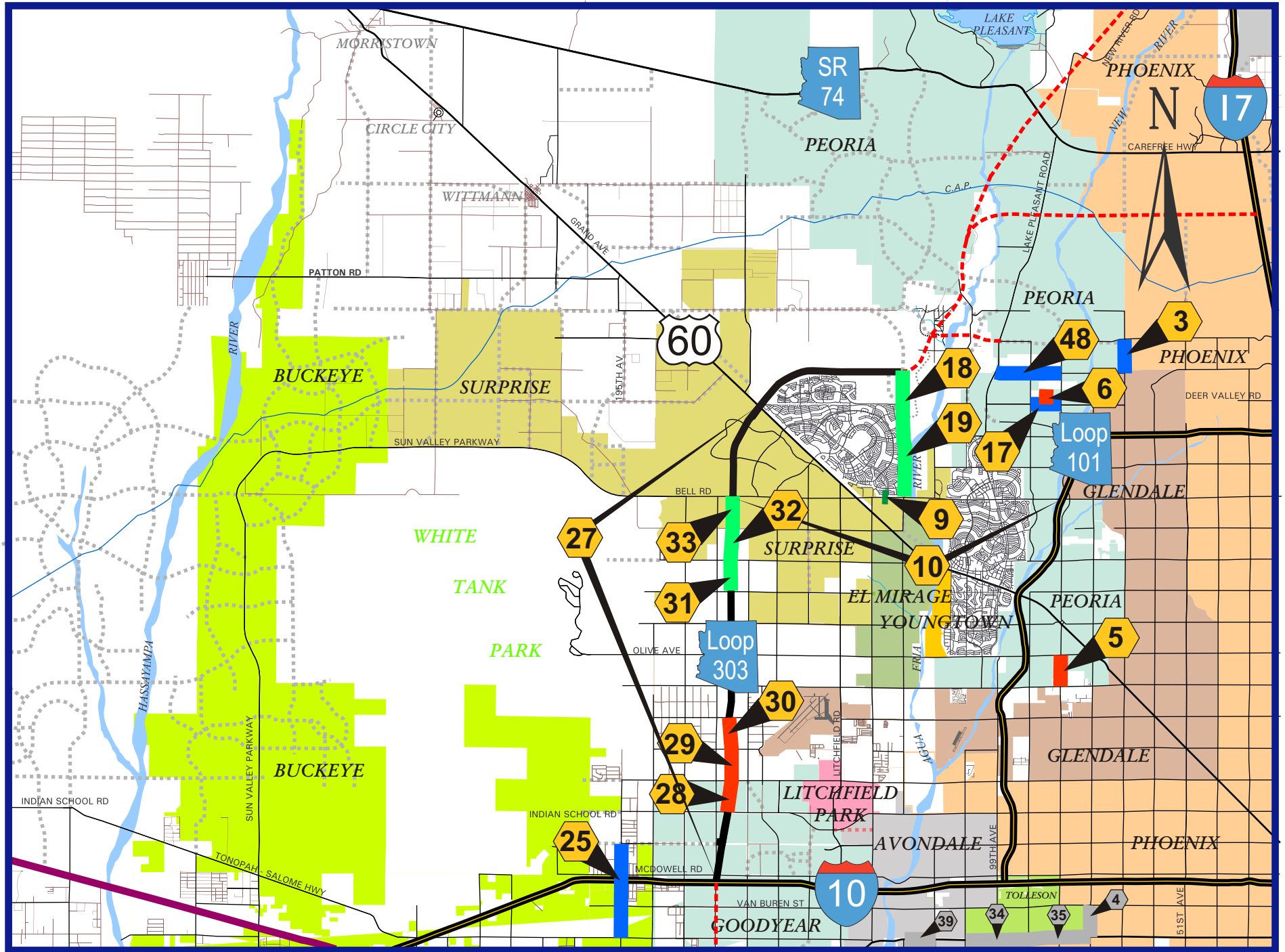
Thousands of Dollars



2004-2008 Transportation Improvement Program County Map

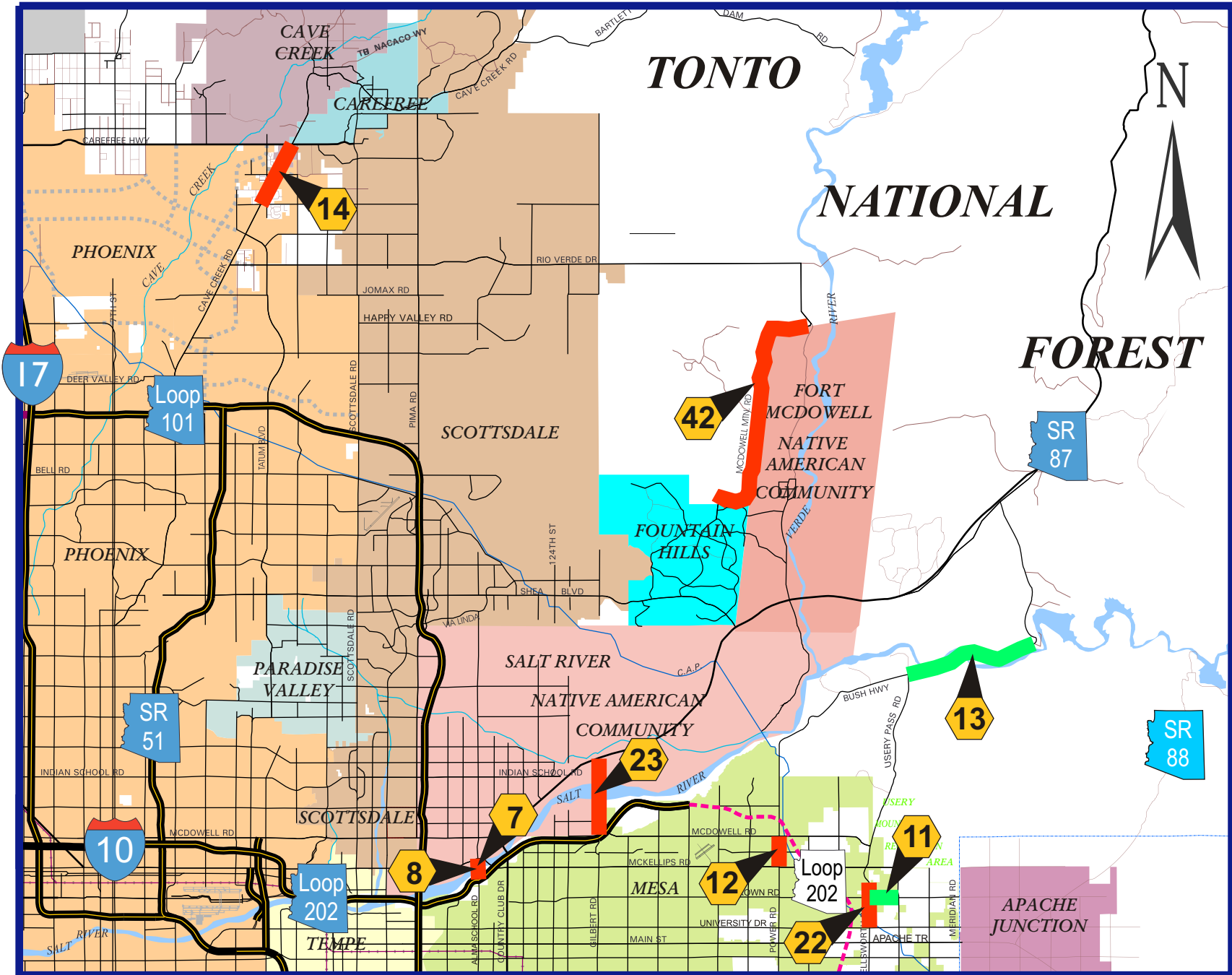


NorthWest



The map displays the proposed route for the Salt River Project's water project, highlighted in red. The route starts near the intersection of I-10 and SR 85, passes through the Salt River, and continues through the Goodyear and Avondale areas. The map includes various communities such as Buckeye, Goodyear, Avondale, Tolleson, and the Gila River Native American Community. Major highways like I-10 and SR 85 are shown, along with numerous streets including Baseline Rd, Palo Verde Rd, Van Buren St, and 99th Ave. Numbered markers (1-47) indicate specific points along the proposed route. A north arrow is located in the top right corner.

NorthEast



SouthEast

